



Agenda - Final

Capital Metropolitan Transportation Authority

Board of Directors

2910 East 5th Street
Austin, TX 78702

Monday, March 23, 2026

12:00 PM

Rosa Parks Boardroom

This meeting will be livestreamed at capmetrotx.legistar.com

I. Call to Order

II. Safety Briefing:

III. Public Comment:

IV. Advisory Committee Updates:

1. Customer Satisfaction Advisory Committee (CSAC)
2. Access Advisory Committee
3. Public Safety Advisory Committee (PSAC)

V. Board Committee Updates:

1. Operations, Planning and Safety Committee
2. Finance, Audit and Administration Committee
3. CAMPO update
4. Austin Transit Partnership Update

VI. Consent Items:

1. Approval of minutes from the February 11, 2026 public hearing and special board meeting, and the February 23, 2026 board meeting.
2. Approval of a resolution affirming the Charter Statement for the Finance, Audit and Administration Committee.
3. Approval of a resolution affirming the Charter Statement for the Operations, Planning and Safety Committee.
4. Approval of a resolution affirming CapMetro's Internal Audit Charter.

5. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract modification with World Wide Technology for Identity and Access Management (IAM) Non-Employee Risk Management (NERM) and implementation services, to include additional funding of \$770,185 for the current option period and the three remaining option periods, with a new total contract amount not to exceed \$3,011,041.
6. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Verizon Wireless for telecommunication services, with a base term of four (4) years, in a total amount not to exceed \$3,393,738, of which \$500,000 is contingency.
7. Approval of a resolution authorizing the President & CEO, or her designee, to modify the current janitorial services contract to add a not to exceed amount of \$628,000 to the contract and continue with the current vendor, Simply Klean, for four (4) months from April 1st through July 31st, 2026, for a new total not to exceed amount of \$6,658,001.
8. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a comprehensive painting services contract with Southstone Development Group covering CapMetro facilities, transit centers, park-and-ride locations, maintenance facilities, administrative buildings, parking areas, and public-facing bus stops for two (2) base years and three (3) option periods of one year each in an aggregate amount not to exceed \$1,335,125.

VII. Action Items:

1. Approval of a resolution authorizing the President & CEO, or her designee, to implement the June 2026 Service Changes, and accepting the results of the Title VI Analysis.

Memo: Updates on the Proposed June 2026 Service Changes (March 16, 2026)

2. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Ortiz Construction Group, Inc, for roof replacement at the Administration, Fleet Maintenance, and Fuel & Wash Buildings located at 2910 E. 5th Street, Austin, Texas, in an amount not to exceed \$517,430.

VIII. Discussion Items:

1. Update on implementation of CapMetro Expo and Pleasant Valley Rapid Routes.
2. Update on CapMetro Public Safety and Security Initiatives

IX. Report:

1. President and CEO Monthly Update - March 2026

X. Executive Session under Chapter 551 of the Texas Government Code:

Executive Session under Texas Government Code, Section 551.071 for consultation with an attorney regarding legal issues related to a contract with Keolis Transit Services, LLC for contracted bus operations and maintenance services, which includes employment of labor

XI. Items for Future Discussion:**XII. Adjournment****ADA Compliance**

Reasonable modifications and equal access to communications are provided upon request. Please call (512) 369-6040 or email ed.easton@capmetro.org if you need more information.

BOARD OF DIRECTORS: Jeffrey Travillion, Chair; Paige Ellis, Vice Chair; Becki Ross, Secretary; Eric Stratton, Matt Harriss, Dianne Bangle, Chito Vela and Zo Qadri.

The Board of Directors may go into closed session under the Texas Open Meetings Act. In accordance with Texas Government Code, Section 551.071, consultation with attorney for any legal issues, under Section 551.072 for real property issues; under Section 551.074 for personnel matters, or under Section 551.076, for deliberation regarding the deployment or implementation of security personnel or devices; arising regarding any item listed on this agenda.



Capital Metropolitan Transportation Authority

2910 East 5th Street
Austin, TX 78702

Board of Directors

Item #: AI-2021-189

Agenda Date: 3/28/2022

Customer Satisfaction Advisory Committee (CSAC)

Capital Metropolitan Transportation Authority

Customer Satisfaction Advisory Committee (CSAC)

Wednesday, March 11, 2026

6:00 PM

Virtual Presentation

CapMetro Employees: Brian Alejandro, Peter Breton, Licelda Briones, Emma Martinez, Jordan McGee, Dottie Watkins, Marcella Wood.

Committee Members: Arlo Brandt, Dominic DeNiro, David Foster, Betsy Greenberg, Nelson Lin, Benjamin Lombardo, Fangda Lu, B.J. Taylor, Diana Wheeler.

Guests: Ruven Brooks.

Meeting called to order at 6:01 PM

Welcome / Introductions / Call to Order

Chair Foster

Opening Remarks

Dottie Watkins, President & CEO

Participated in Discussion / Q&A:

Arlo Brandt, Peter Breton, Dominic DeNiro, David Foster, and Betsy Greenberg.

Approval of the February 2026 minutes - Arlo Brandt / 2nd by Benjamin Lombardo – passes unanimously.

Public Communications

Brian Alejandro, Peter Breton, Ruven Brooks, Dominic DeNiro, David Foster, Betsy Greenberg, Emma Martinez, Jordan McGee, Benjamin Lombardo, Fangda Lu, and Marcella Wood provided public communications.

Staff Updates

Planning

Participated in Discussion / Q&A:

Arlo Brandt, Benjamin Lombardo, and Fangda Lu.

Proposed June 2026 Service Change

Jordan McGee, Senior Transportation Planner

Participated in Discussion / Q&A:

Peter Breton, Licelda Briones, Ruven Brooks, David Foster, and Fangda Lu.

Meeting adjourned at 7:27 PM



Capital Metropolitan Transportation Authority

2910 East 5th Street
Austin, TX 78702

Board of Directors

Item #: AI-2021-190

Agenda Date: 3/28/2022

Access Advisory Committee

Capital Metropolitan Transportation Authority

Access Advisory Committee

Wednesday, March 4, 2026

5:30PM

Virtual Presentation

CapMetro Employees: Peter Breton, Licelda Briones, Art Jackson, Martin Kareithi, Julie Lampkin, Emma Martinez, Jordan McGee, Kris Turner, Dottie Watkins, Chris Westbrook.

Supporting Staff: Adi Reddy, Roberto Velasquez.

Committee Members: Andrew Bernet, Glenda Born, Audrea Diaz, Mike Gorse, Paul Hunt, Ricardo Leon, Steven Salas.

Guests: Shawna Barnes, Jasmin Gubeljic.

Meeting called to order at 5:37 PM

Welcome / Introductions / Call to Order

Chair Hunt

Opening Remarks

Dottie Watkins, President & CEO

Participated in Discussion / Q&A:

Glenda Born, Audrea Diaz, Art Jackson, and Martin Kareithi.

Approval of the February 2026 minutes – Andrew Bernet / 2nd by Mike Gorse – passes unanimously.

Public Communications

Shawna Barnes, Jasmin Gubeljic, and Paul Hunt provided public communications.

Staff Updates

Planning

Participated in Discussion / Q&A:

Andrew Bernet, Glenda Born, and Paul Hunt.

Accessible Wayfinding Update

Martin Kareithi, Director of Systemwide Accessibility

Participated in Discussion / Q&A:

Mike Gorse and Paul Hunt.

Systemwide Accessibility Q4 2025 Report

Martin Kareithi, Director of Systemwide Accessibility

Participated in Discussion / Q&A:

Glenda Born and Paul Hunt.

Proposed June 2026 Service Change

Jordan McGee, Senior Transportation Planner

Participated in Discussion / Q&A:

Peter Breton and Ricardo Leon.

Meeting adjourned at 7:04PM



Capital Metropolitan Transportation Authority

2910 East 5th Street
Austin, TX 78702

Board of Directors

Item #: AI-2022-329

Agenda Date: 1/24/2022

Public Safety Advisory Committee (PSAC)



Capital Metropolitan Transportation Authority

2910 East 5th Street
Austin, TX 78702

Board of Directors

Item #: AI-2026-1764

Agenda Date: 3/23/2026

Approval of minutes from the February 11, 2026 public hearing and special board meeting, and the February 23, 2026 board meeting.

Minutes
Capital Metropolitan
Transportation Authority
Board of Directors

2910 East 5th Street
Austin, TX 78702

Wednesday, February 11, 2026

12:00 PM

Rosa Parks Boardroom

Public Hearing on Bus Farebox Replacement Project and Special Board Meeting

I. Call to Order

12:22 p.m. Meeting Called to Order

Present:	Travillion, Stratton, Ross, Harriss, and Vela
Absent:	Bangle, Qadri, and Ellis

II. Presentation

1. Public Hearing on Bus Farebox Replacement Project

With those present in agreement, Chair Travillion elected to hear this item following Action Item #1.

III. Public Comment:

Zenobia Joseph provided public comments twice -- the first time was following Action Item #1, and the second was following Presentation Item #1.

IV. Action Item:

1. Approval of a resolution authorizing the President & CEO, or her designee, to apply for the Capital Area Metropolitan Planning Organization (CAMPO) 2028-2031 Call for Projects, submitting both CapMetro's Bus Stop Street Furniture and Equipment Program and Hybrid Bus Fleet Upgrade Program for CAMPO consideration, and committing to providing local match funding from CapMetro should the projects be selected.

A motion was made by Board Member Vela, seconded by Board Member Harriss, that this Resolution be adopted. The motion carried by the following vote:

Aye: Travillion, Stratton, Ross, Harriss, and Vela

V. Items for Future Discussion:

VI. Adjournment

12:46 p.m. Meeting Adjourned

ADA Compliance

Reasonable modifications and equal access to communications are provided upon request. Please call (512) 369-6040 or email ed.easton@capmetro.org if you need more information.

BOARD OF DIRECTORS: Jeffrey Travillion, Chair; Paige Ellis, Vice Chair; Becki Ross, Secretary; Eric Stratton, Matt Harriss, Dianne Bangle, Chito Vela and Zo Qadri.

The Board of Directors may go into closed session under the Texas Open Meetings Act. In accordance with Texas Government Code, Section 551.071, consultation with attorney for any legal issues, under Section 551.072 for real property issues; under Section 551.074 for personnel matters, or under Section 551.076, for deliberation regarding the deployment or implementation of security personnel or devices; arising regarding any item listed on this agenda.

Minutes

Capital Metropolitan Transportation Authority

Board of Directors

2910 East 5th Street
Austin, TX 78702

Monday, February 23, 2026

12:00 PM

Rosa Parks Boardroom

I. Call to Order

12:03 p.m. Meeting Called to Order

Present:	Travillion, Ross, Harriss, Bangle, Qadri, Ellis, and Vela
Absent:	Stratton

II. Safety Briefing:

III. Public Comment:

J.R. Eddington provided public comment. Zenobia Joseph also provided public comment following Action Item #6.

IV. Advisory Committee Updates:

1. Customer Satisfaction Advisory Committee (CSAC)
2. Access Advisory Committee
3. Public Safety Advisory Committee (PSAC)

V. Board Committee Updates:

1. Operations, Planning and Safety Committee
2. Finance, Audit and Administration Committee
3. CAMPO update
4. Austin Transit Partnership Update

VI. Consent Items:

A motion was made by Board Member Bangle, seconded by Vice Chair Ellis, to approve the Consent Agenda. The motion carried by the following vote:

Aye: Travillion, Ross, Harriss, Bangle, Qadri, Ellis, and Vela

1. Approval of minutes from the December 17, 2025 board meeting.
2. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Convergent Technologies LLC. for the installation of cameras at 67 rail crossings and 2 rail control points for an amount not to exceed \$747,165.
3. Approval of a resolution ratifying a contract with Tyler Technologies for Enterprise Permitting & Licensing software implementation, licensing, maintenance and support services, with a base term of one (1) year and four (4) option years, in a total amount not to exceed \$796,180.
4. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Terracon Consultants, Inc. for Construction Materials Testing & Geotechnical Engineering Services on a task order basis for a base period of three (3) years with two (2) option periods of twelve (12) months each for a total amount not to exceed \$4,030,023.
5. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Cyclone Technology, LLC, for the purchase of two (2) yard scrubbers in an amount not to exceed \$388,673.
6. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Cy'Services & Landscaping Solutions LLC to provide landscaping services for a base period of one (1) year and three (3) one-year options for an amount not to exceed \$1,306,596.
7. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract modification with Motorola Solutions, Inc. to purchase additional hand radios, mobile radios, and radio consoles in support of the CapMetro Transit Police Department in a revised total amount not to exceed \$2,242,601.
8. Approval of a resolution appointing Brandon Fahy to the Public Safety Advisory Committee.
9. Approval of a resolution appointing Bart Williamson to the Access Advisory Committee.
10. Approval of a resolution appointing Jose Vasquez to the Public Safety Advisory Committee.

VII. Action Items:

1. Approval of a resolution adopting amendments to CapMetro's Fare Policy and Fare Structure and approving the Title VI Fare Equity Analysis related to eliminating the Day Pass on June 1, 2026, with the replacement of fare collection equipment.

A motion was made by Board Member Harriss, seconded by Vice Chair Ellis, that this Resolution be adopted. The motion carried by the following vote:

Aye: Travillion, Ross, Harriss, Bangle, Qadri, Ellis, and Vela

2. Approval of a resolution ratifying a contract with The eConsortium Group for the renewal of the Cisco Security Enterprise Agreement, with a term of five (5) years, in a total amount not to exceed \$719,088.

A motion was made by Board Member Vela, seconded by Board Member Bangle, that this Resolution be adopted. The motion carried by the following vote:

Aye: Travillion, Ross, Harriss, Bangle, Qadri, Ellis, and Vela

3. Approval of a resolution ratifying a contract modification with Capital Excavation, Inc. for the Goodnight Ranch Park and Ride construction to increase the original Board authorized amount of \$6,107,554 by \$350,000, for a new total not-to-exceed amount of \$6,457,554.

A motion was made by Vice Chair Ellis, seconded by Board Member Vela, that this Resolution be adopted. The motion carried by the following vote:

Aye: Travillion, Ross, Harriss, Bangle, Qadri, Ellis, and Vela

4. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute an Interlocal Agreement (ILA) between CapMetro and participating entities in support of CapMetro's participation in the formation of the Central Texas Construction Partnership Program (CPP) for regional traffic management for a 2-year period for an amount not to exceed \$411,150.

A motion was made by Board Member Bangle, seconded by Secretary of the Board Ross, that this Resolution be adopted. The motion carried by the following vote:

Aye: Travillion, Ross, Harriss, Bangle, Qadri, Ellis, and Vela

5. Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with TD Industries for HVAC equipment replacement at 2910 East 5th Street, Austin, Texas 78702 in an amount not to exceed \$657,000.

A motion was made by Vice Chair Ellis, seconded by Secretary of the Board Ross, that this Resolution be adopted. The motion carried by the following vote:

Aye: Travillion, Ross, Harriss, Bangle, Qadri, Ellis, and Vela

6. Approval of a resolution confirming the appointments to the Finance, Audit and Administration Committee and Operations, Planning and Safety Committee, and confirming appointments of Chairs for both Committees for 2026.

A motion was made by Board Member Vela, seconded by Board Member Bangle, that this Resolution be adopted. The motion carried by the following vote:

Aye: Travillion, Ross, Harriss, Bangle, Qadri, Ellis, and Vela

VIII. Discussion Items:

1. Update on Transit Amenities, New Transit Amenity Dashboard, and Bus Stop and Station Maintenance

IX. Report:

1. President and CEO Monthly Update - February 2026

X. Items for Future Discussion:

XI. Adjournment

1:12 p.m. Meeting Adjourned

ADA Compliance

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BOARD OF DIRECTORS: Jeffrey Travillion, Chair; Paige Ellis, Vice Chair; Becki Ross, Secretary; Eric Stratton, Matt Harriss, Dianne Bangle, Chito Vela and Zo Qadri.

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Board of Directors

Item #: AI-2026-1740

Agenda Date: 3/23/2026

SUBJECT:

Approval of a resolution affirming the Charter Statement for the Finance, Audit and Administration Committee.

FISCAL IMPACT:

This action has no fiscal impact.

STRATEGIC PLAN:

Strategic Goal Alignment:

- 1. Customer
- 2. Community
- 3. Workforce
- 4. Organizational Effectiveness

EXPLANATION OF STRATEGIC ALIGNMENT: CapMetro's two board committees assist the Board of Directors in providing strong governance and play a key advisory role to the full board. Their expertise and in-depth review of issues before the board are vital to our long-term strategic planning.

BUSINESS CASE: Does not apply.

COMMITTEE RECOMMENDATION: The item was presented and recommended for approval by the Finance, Audit and Administration Committee on March 11, 2026.

EXECUTIVE SUMMARY: In 2010, each committee of the Board of Directors adopted a Committee Charter Statement defining its areas of responsibility. Upon adoption, the Board requested that the charters be reviewed periodically to ensure they continue to meet the needs and parameters of each committee. The Board last reviewed this charter in March 2025. Following a review of the current charter, staff does not recommend any updates to the charter.

SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Board of Directors

**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

**STATE OF TEXAS
COUNTY OF TRAVIS**

AI-2026-1740

WHEREAS, the Board of Directors has established committees made up of members of the Board to consider specified areas of interest to the Authority; and

WHEREAS, the Board of Directors has adopted Committee Charter Statements that define the roles and responsibilities of each of these committees; and

WHEREAS, the Board of Directors desires to review the Committee Charter Statement to ensure that it reflects current roles and responsibilities.

NOW, THEREFORE, BE IT RESOLVED that the Capital Metropolitan Transportation Authority Board of Directors hereby affirms the Committee Charter Statement for the Finance, Audit and Administration Committee.

Date: _____

**Secretary of the Board
Becki Ross**

**CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS
FINANCE, AUDIT AND ADMINISTRATION COMMITTEE CHARTER**

I. PURPOSE

The Finance, Audit and Administration Committee (the “FAA Committee”) has been established by the Capital Metropolitan Transportation Authority (“CapMetro”) Board of Directors (the “Board”) to assist in fulfilling its oversight responsibilities for accounting and financial reporting processes, the system of internal controls, the audit processes, and systems for monitoring compliance with laws, regulations, and the CapMetro Code of Ethics.

Executive management is responsible for preparing complete and accurate financial statements, managing business and financial risk, and for monitoring internal controls and compliance with all applicable laws, regulations, and internal policies and procedures. The Board of Directors has oversight responsibility in these areas and is charged with establishing and supporting an adequate control environment within the organization for ensuring accountability and demonstrating proper stewardship over public funds.

II. AUTHORITY

The FAA Committee has authority to conduct or authorize investigations into and study any matter within its scope of responsibility and make recommendations for action to the full Board. It is empowered to:

1. Ensure the independence of any registered public accounting firm employed by CapMetro.
2. Resolve any disagreements between management and the external auditor regarding financial reporting.
3. Provide oversight and direction of the internal audit function.
4. Use independent counsel, accountants, auditors, or others to advise the FAA Committee or to assist in the conduct of an investigation.
5. Seek any information it requires from CapMetro staff—all of whom are directed to cooperate with FAA Committee requests—or external parties.

III. MEMBERSHIP

The FAA Committee shall consist of at least three (3) members of the Board of Directors.

The Chairperson of the Board will nominate the FAA Committee Chairperson and members annually, subject to confirmation by the Board. The FAA Committee shall elect a Committee Vice Chairperson from among its members at its first meeting following board action on annual committee appointments to perform the duties of the Chairperson in case of the absence, disability or disqualification of the Committee Chairperson.

Each member of the FAA Committee must be financially literate, as the Board interprets such qualification in its business judgment, or must become financially literate within a reasonable period of time after his or her appointment. In addition, one member of the FAA Committee must be a metropolitan planning organization appointee with at least 10 years of experience as a financial or accounting professional.

Committee members shall be free of any relationship that would interfere with his or her individual exercise of independent judgment in accordance with CapMetro’s Code of Ethics and applicable law.

IV. EDUCATION

CapMetro executive management is responsible for providing the FAA Committee with educational resources related to accounting principles and procedures, risk management, ethics, employee health and benefit plans and other information that may be requested by the FAA Committee. CapMetro executive management shall assist the FAA Committee in maintaining appropriate financial and compliance literacy.

V. MEETINGS

The FAA Committee will meet at least four (4) times a year, with authority to convene additional meetings as circumstances require. All meetings will be conducted in accordance with the Texas Open Meetings Act, as applicable. FAA Committee members are expected to attend each meeting. The FAA Committee may direct members of management, auditors, or others to attend meetings and provide pertinent information, as necessary. CapMetro staff will post meeting agendas and backup materials for Board members and the public to view no later than seven (7) calendar days before the committee meeting.

VI. RESPONSIBILITIES

The FAA Committee will carry out the following responsibilities:

1. **Financial & Other Reporting:** *The FAA Committee shall provide reasonable assurance to the Board that financial information reported by management substantively portrays CapMetro's financial condition, results of operations, plans, and long-term commitments. The FAA Committee may review other reports requiring Board approval prior to submission to public sector entities. The FAA Committee will:*
 - Review fiscal, investment, and other financial management policies and practices including but not limited to:
 - Operating & Capital Budgeting
 - Procurement and contracting
 - Revenue (e.g., grants, fare structure, new revenue opportunities including partnerships with external entities)
 - Debt and investments
 - Disadvantaged Business Enterprise (DBE) Program
 - Insurance and risk management
 - Review financial statements, including interim financial statements, auditors' opinions and management letters, and consider whether they are complete and consistent with information known to FAA Committee members, and reflect appropriate accounting principles.
2. **Internal Control:** *The FAA Committee shall understand CapMetro's key financial reporting risk areas and the internal control structure. The FAA Committee will:*
 - Consider the effectiveness of CapMetro's internal control systems, including information technology security and control.
 - Understand the scope of internal and external auditors' review of internal controls over financial reporting, and obtain reports on significant findings and recommendations, together with management's responses.

- Review and provide oversight for technology investments and processes that support the Authority's strategic financial goals and objectives.
 - Review the reports and results of internal and external audits.
3. Internal Audit: *The FAA Committee shall provide direct oversight of CapMetro's internal audit function. To facilitate the effectiveness and independence of the internal audit function, the internal audit function is ultimately accountable to the Board of Directors and the FAA Committee. The FAA Committee will:*
- Make recommendations to the full Board of Directors regarding the appointment, removal, or other personnel actions of the Chief Audit Executive (CAE).
 - Review annually with management and the CAE the charter, audit plans, activities, staffing, and organizational structure of the internal audit function.
 - Ensure there are no unjustified restrictions or limitations on the internal audit function.
 - Review audit results, reports, and recommendations and ensure adequate management follow-up and resolution.
 - Meet with the CAE to discuss any matters that the FAA Committee or internal audit believes should be discussed.
 - Request internal auditors to perform special studies, investigations, or other services in matters of interest or concern to the FAA Committee or Board that may be outside the scope of the approved Audit Services Plan. Such projects could include investigation of areas of high control risk, potential or suspected fraud or other irregularities, compliance with laws, regulations, policies and procedures, or evaluation of external auditors.
 - Conduct an annual performance review and evaluation of the CAE.
 - Review the effectiveness of the internal audit function through periodic external quality assurance reviews.
4. External Audit: *The FAA Committee shall assure independence in fact and in appearance of all external financial assurance services. External auditors are ultimately accountable to the Board of Directors and the FAA Committee. The FAA Committee will:*
- Review the external auditors' proposed audit scope and approach, including coordination of audit effort with internal audit.
 - Consider the facts and circumstances of each case in order to determine if firm or audit partner rotation is needed in order to ensure an independent financial audit in accordance with the Policy on Rotation of Auditors.
 - Approve in advance any non-audit services by external auditors or their consulting practice/affiliates.
 - Ensure that external auditors do not (1) provide non-audit services that involve performing management functions or making management decisions, or (2) audit their own work or provide non-audit services that are significant or material to the subject matter of the audits.
 - Meet with the external auditors to discuss any matters that the FAA Committee or auditors believe should be discussed in detail.
 - Review with management and the external auditors the results of the audit, including any serious difficulties or disputes with management encountered during assurance work.

5. Compliance: *The FAA Committee shall provide reasonable assurance to the Board of Directors that its policies are being carried out and that systems are in place to ensure compliance with laws and regulations. The FAA Committee will:*
- Review the effectiveness of the system for monitoring compliance with laws and regulations and the results of management's investigation and follow-up (including disciplinary action) of any instances of noncompliance.
 - Review the findings of any examinations by regulatory agencies, and any auditor observations.
 - Review the process for communicating the Code of Ethics to company personnel and for monitoring compliance therewith.
 - Obtain regular updates from the Board Ethics Officer and the Staff Ethics Officer regarding ethics and compliance matters.
6. Reporting Responsibilities: *The FAA Committee will:*
- Report and recommend action, as appropriate to the Board of Directors about FAA Committee activities, issues, and related recommendations.
 - Provide an open avenue of communication between internal audit, the external auditors, and the Board of Directors.
 - Review any other reports CapMetro issues that relate to FAA Committee responsibilities.
7. Other Responsibilities: *The FAA Committee will:*
- Perform other activities related to this charter as requested by the CapMetro Board of Directors.
 - Review and assess the adequacy of the FAA Committee Charter annually, requesting Board approval for proposed changes, and ensure appropriate disclosure as may be required by law or regulation.
 - Confirm annually that all responsibilities outlined in this charter have been carried out.

Board of Directors

Item #: AI-2026-1736

Agenda Date: 3/23/2026

SUBJECT:

Approval of a resolution affirming the Charter Statement for the Operations, Planning and Safety Committee.

FISCAL IMPACT:

This action has no fiscal impact.

STRATEGIC PLAN:

Strategic Goal Alignment:

- 1. Customer 2. Community
- 3. Workforce 4. Organizational Effectiveness

EXPLANATION OF STRATEGIC ALIGNMENT: CapMetro's two board committees assist the Board of Directors in providing strong governance and play a key advisory role to the full Board. Their expertise and in-depth look at issues before the Board is vital to our long-term strategic planning.

BUSINESS CASE: Does not apply

COMMITTEE RECOMMENDATION: This item was presented and recommended for approval by the Operations, Planning and Safety Committee on March 11, 2026.

EXECUTIVE SUMMARY: In 2010, each of the committees of the Board of Directors adopted Committee Charter Statements defining their areas of responsibility. A periodic review of these charters was requested by the Board upon adoption and allows the committees to ensure that the charters still meet the needs and parameters of each committee. This charter was last reviewed by the Board in March, 2025.

After reviewing the Charter, there were no substantive changes suggested.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Board of Directors

**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

**STATE OF TEXAS
COUNTY OF TRAVIS**

AI-2026-1736

WHEREAS, the Board of Directors has established committees made up of members of the Board to consider specified areas of interest to the Authority; and

WHEREAS, the Board of Directors has adopted Committee Charter Statements that define the roles and responsibilities of each of these committees; and

WHEREAS, the Board of Directors desires to review the Committee Charter Statement to ensure that it reflects current roles and responsibilities.

NOW, THEREFORE, BE IT RESOLVED that the Capital Metropolitan Transportation Authority Board of Directors has reviewed the Operations, Planning, and Safety Committee attached hereto and hereby continues the Charter without modification.

**Secretary of the Board
Becki Ross**

Date: _____

**CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS
OPERATIONS, PLANNING AND SAFETY COMMITTEE CHARTER**

I. PURPOSE AND AUTHORITY

The Operations, Planning and Safety Committee (the “OPS Committee”) has been established by the Capital Metropolitan Transportation Authority (“CapMetro”) Board of Directors (the “Board”) to review and make recommendations to the full Board on policies and practices related to the efficient, safe, and reliable operation of the Capital Metro system and effective short and long-range planning for a sustainable CapMetro.

The OPS Committee serves as an advisory committee to the Board which has the legal responsibility to make decisions and policies for CapMetro.

II. RESPONSIBILITIES

The OPS Committee shall be responsible for:

- Overseeing short-range service planning and modification;
- Developing and making recommendations to the Board on long-range system planning and coordinating with external partners on regional planning initiatives;
- Reviewing and making recommendations to the Board on route standards and service standards;
- Monitoring performance indicators for service and operations, including but not limited to ridership, customer service and satisfaction, passenger and employee safety and security standards, and facility and vehicle maintenance;
- Making recommendations to the Board on system safety and security initiatives and plans to enhance organizational focus on safety and security and comply with applicable federal, state and local laws and regulations;
- Making recommendations to the Board on vehicle purchase and fleet management plans and other capital purchases related to operations;
- Overseeing facility and capital project design and construction programs;
- Recommending to the Board policies and processes designed to provide for effective and efficient IT governance;
- Reviewing and making recommendations to the Board on land use related to CapMetro and property acquisition and disposal;
- Ensuring compliance with Title VI requirements;
- Overseeing the implementation of system start-ups; and
- Ensuring that all CapMetro services operate effectively as an integrated transit system.

III. MEMBERSHIP

The OPS Committee shall consist of four (4) members of the Board. The Chairperson of the Board will nominate the OPS Committee Chairperson and members annually, subject to confirmation by the Board. The OPS Committee shall elect a Committee Vice Chairperson from its members at its first meeting following board action on annual committee appointments to perform the duties of the Chairperson in case of the absence, disability or disqualification of the Committee Chairperson.

IV. MEETINGS

The OPS Committee will meet at least four (4) times a year, with authority to convene additional meetings, as circumstances require. All meetings will be conducted in accordance with the Texas Open Meetings Act, as applicable. Committee members are expected to attend each meeting. The OPS Committee may direct members of management, auditors, or others to attend meetings and provide pertinent information, as necessary. CapMetro staff will post meeting agendas and backup materials for Board members and the public to view no later than seven (7) calendar days before the committee meeting.

The OPS Committee shall take up and consider any other items as directed by the Chairperson of the Board.

ORIGINAL

Board of Directors

Item #: AI-2026-1774

Agenda Date: 3/23/2026

SUBJECT:

Approval of a resolution affirming CapMetro’s Internal Audit Charter.

FISCAL IMPACT:

This action has no fiscal impact.

STRATEGIC PLAN:

Strategic Goal Alignment:

- 1. Customer
- 2. Community
- 3. Workforce
- 4. Organizational Effectiveness

EXPLANATION OF STRATEGIC ALIGNMENT: The mission of the Internal Audit department is to enhance and protect organizational value by providing risk-based and objective assurance, advice, and insight. The internal audit activity helps CapMetro accomplish its objectives by bringing a systematic, disciplined approach to evaluate and improve the effectiveness of governance, risk management, and control processes.

BUSINESS CASE: Does not apply.

COMMITTEE RECOMMENDATION: This item was presented and recommended for approval by the Finance, Audit and Administration Committee on March 11, 2026.

EXECUTIVE SUMMARY: The Internal Audit Charter identifies the purpose, authority, and responsibility of the CapMetro Internal Audit function, consistent with professional auditing standards, including those put forward by the Institute of Internal Auditors and the US Government Accountability Office through the Government Audit Standards.

The CapMetro Board of Directors asked that the Charter be reviewed periodically and updated as necessary. The last of these reviews was performed in February 2025.

There were no changes this year as significant changes were made last year due to the new professional practice standards updates.

DBE/SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Internal Audit

**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

**STATE OF TEXAS
COUNTY OF TRAVIS**

AI-2024-1774

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors has adopted an Internal Audit Charter that identifies the purpose, authority, and responsibility of the CapMetro Internal Audit function, consistent with professional auditing standards; and

WHEREAS, the Institute of Internal Auditors has moved from the 2017 IPPF Framework to the 2024 Global Internal Audit Standards, making updates to the current charter necessary; and

WHEREAS, The U.S. Government Accountability Office (GAO) has issued the 2024 revision of Government Auditing Standards; further necessitating additional language and updates.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the board has reviewed the Internal Audit Charter attached hereto and hereby continues the Charter without modification.

**Secretary of the Board
Becki Ross**

Date: _____

Internal Audit Charter	
Approved by FAA Committee:	Last Approved: 2/12/2025 CMTA Resolution #: AI-2024-1371

Mission

To enhance and protect organizational value by providing risk-based and objective assurance, advice and insight.

Purpose

The purpose of the internal audit function is to strengthen Capital Metropolitan Transportation Authority’s (“**CapMetro**”) ability to create, protect, and sustain value by providing the Finance, Audit and Administration Committee (the “**FAA Committee**”) and management with independent, risk-based, and objective assurance, advice, insight, and foresight.

The internal audit function enhances CapMetro’s:

- Successful achievement of its objectives.
- Governance, risk management, and control processes.
- Decision-making and oversight.
- Reputation and credibility with its stakeholders.
- Ability to serve the public interest.

CapMetro’s internal audit function is most effective when:

- Internal auditing is performed by competent professionals in conformance with The IIA’s Global Internal Audit Standards™, which are set in the public interest.
- The internal audit function is independently positioned with direct accountability to the FAA Committee.
- Internal auditors are free from undue influence and committed to making objective assessments.

Commitment to Adhering to the IIA’s Global Internal Audit Standards and the Generally Accepted Government Auditing Standards

CapMetro’s internal audit function will adhere to the mandatory elements of The Institute of Internal Auditors’ International Professional Practices Framework, which are the Global Internal

Audit Standards and Topical Requirements. Also, the internal audit function must adhere to Generally Accepted Government Auditing Standards (the “GAGAS”), as issued by the U.S. Government Accountability Office (the “GAO”). The chief audit executive will report annually to the FAA Committee and senior management regarding the internal audit function’s conformance with the Standards, which will be assessed through a quality assurance and improvement program.

Mandate

CapMetro’s internal audit function mandate is found in the Texas Transportation Code Sec. 451.458. INTERNAL AUDITOR. (a) This section applies only to an authority confirmed before July 1, 1985, in which the principal municipality has a population of less than 1.3 million.

(b) The board shall appoint a qualified individual to perform internal auditing services for a term of five years. The board may remove the auditor only on the affirmative vote of at least three-fourths of the members of the board.

(c) The auditor shall report directly to the board.

Authority

The internal audit function’s authority is created by its direct reporting relationship to the FAA Committee of CapMetro’s Board of Directors. Such authority allows for unrestricted access to the FAA Committee.

The FAA Committee authorizes the internal audit function to:

- Have full and unrestricted access to all functions, data, records, information, physical property, and personnel pertinent to carrying out internal audit responsibilities. Internal auditors are accountable for confidentiality and safeguarding records and information as this access is subject to compliance with confidentiality and data privacy policies.
- Allocate resources, set frequencies, select subjects, determine scopes of work, apply techniques, and issue communications to accomplish the function’s objectives.
- Obtain assistance from the necessary personnel of CapMetro and other specialized services from within or outside CapMetro to complete internal audit services.

Independence, Organizational Position, and Reporting Relationships

The chief audit executive will be positioned at a level in the organization that enables internal audit services and responsibilities to be performed without interference from management, thereby establishing the independence of the internal audit function. (See “Mandate” section.) The Chief Audit Executive (CAE) shall report functionally to the Board of Directors (BOD) through the Finance, Audit and Administration (FAA) Committee, and administratively to the President & Chief Executive Officer (the “CEO”) to ensure independence and operational support. This positioning provides the organizational authority and status to bring matters directly to senior

management and escalate matters to the FAA Committee, when necessary, without interference and supports the internal auditors' ability to maintain objectivity.

The chief audit executive will confirm to the FAA Committee, at least annually, the organizational independence of the internal audit function. If the governance structure does not support organizational independence, the chief audit executive will document the characteristics of the governance structure limiting independence and any safeguards employed to achieve the principle of independence. The chief audit executive will disclose to the FAA Committee any interference internal auditors encounter related to the scope, performance, or communication of internal audit work and results. The disclosure will include communicating the implications of such interference on the internal audit function's effectiveness and ability to fulfill its mandate.

Independence and Objectivity (GAGAS)

The internal audit function shall adhere to the independence requirements as outlined in the 2024 revision of the Generally Accepted Government Auditing Standards (GAGAS), Chapter 3, ensuring that auditors maintain both independence of mind and appearance. This includes applying the GAGAS conceptual framework to identify, evaluate, and address threats to independence, such as self-interest, self-review, bias, familiarity, undue influence, management participation, and structural threats. Auditors must document all independence evaluations, including the nature of the engagement, identified threats, safeguards applied, and conclusions regarding independence. Regular reassessment of independence is required throughout the audit process, especially when changes occur that could affect independence. Additionally, audit documentation must be sufficiently detailed to enable an experienced auditor, with no prior connection to the audit, to understand the nature, timing, extent, and results of the procedures performed, as well as the evidence supporting the audit findings and conclusions. This aligns with GAGAS 2024, Chapter 6, ensuring transparency and facilitating quality reviews.

Changes to the Mandate and Charter

Circumstances may justify a follow-up discussion between the chief audit executive, FAA Committee, and senior management on the internal audit mandate or other aspects of the internal audit charter. Such circumstances may include but are not limited to:

- A significant change in the Global Internal Audit Standards.
- A significant reorganization within the organization.
- Significant changes in the chief audit executive, FAA Committee, and/or senior management.
- Significant changes to the organization's strategies, objectives, risk profile, or the environment in which the organization operates.
- New laws or regulations that may affect the nature and/or scope of internal audit services.

FAA Committee Oversight

To establish, maintain, and ensure that CapMetro's internal audit function has sufficient authority to fulfill its duties, the FAA Committee will:

- Discuss with the chief audit executive and senior management the appropriate authority, role, responsibilities, scope, and services (assurance and/or advisory) of the internal audit function.
- Ensure the chief audit executive has unrestricted access to and communicates and interacts directly with the FAA Committee, including in private meetings without senior management present.
- Discuss with the chief audit executive and senior management other topics that should be included in the internal audit charter.
- Participate in discussions with the chief audit executive and senior management about the "essential conditions," described in the Global Internal Audit Standards, which establish the foundation that enables an effective internal audit function.
- Approve the internal audit function's charter, which includes the internal audit mandate and the scope and types of internal audit services.
- Review the internal audit charter annually with the chief audit executive to consider changes affecting the organization, such as the employment of a new chief audit executive or changes in the type, severity, and interdependencies of risks to the organization; and approve the internal audit charter annually.
- Approve the risk-based internal audit plan.
- Provide input to the internal audit function's human resources administration and budgets.
- Review the internal audit function's expenses.
- Provide input to senior management on the appointment and removal of the chief audit executive, ensuring adequate competencies and qualifications and conformance with the Global Internal Audit Standards.
- Review and provide input to senior management on the chief audit executive's performance.
- Receive communications from the chief audit executive about the internal audit function including its performance relative to its plan.
- Ensure a quality assurance and improvement program has been established and review the results annually.
- Make appropriate inquiries of senior management and the chief audit executive to determine whether scope or resource limitations are inappropriate.

Chief Audit Executive Roles and Responsibilities

Ethics and Professionalism

The chief audit executive will ensure that internal auditors:

- Conform with the principles in the Global Internal Audit Standards, including the principles of Ethics and Professionalism: integrity, objectivity, competency, due professional care, and confidentiality.
- Understand, respect, meet, and contribute to the legitimate and ethical expectations of the organization and be able to recognize conduct that is contrary to those expectations.
- Encourage and promote an ethics-based culture in the organization.
- Report organizational behavior that is inconsistent with the organization's ethical expectations, as described in applicable policies and procedures.
- To align with the Generally Accepted Government Auditing Standards (GAGAS) 2024, Chapter 6, the internal audit function shall establish and maintain comprehensive documentation for each audit engagement. This documentation must provide a clear understanding of the work performed, evidence obtained, and conclusions reached. It should be sufficiently detailed to enable an experienced auditor, with no prior connection to the audit, to comprehend the nature, timing, extent, and results of the procedures performed, as well as the evidence supporting the audit findings and conclusions. This practice ensures transparency, facilitates quality reviews, and upholds the integrity of the audit process.
- Conform with the GAGAS's five ethical principles:
 1. Public Interest
 2. Integrity
 3. Objectivity
 4. Proper Use of Government Information, Resources, and Positions
 5. Professional Behavior
- Establish procedures for reporting and addressing ethical violations to foster an ethics-based culture within the organization.

Objectivity

The chief audit executive will ensure that the internal audit function remains free from all conditions that threaten the ability of internal auditors to carry out their responsibilities in an

unbiased manner, including matters of engagement selection, scope, procedures, frequency, timing, and communication. If the chief audit executive determines that objectivity may be impaired in fact or appearance, the details of the impairment will be disclosed to appropriate parties.

Internal auditors will maintain an unbiased mental attitude that allows them to perform engagements objectively such that they believe in their work product, do not compromise quality, and do not subordinate their judgment on audit matters to others, either in fact or appearance.

Internal auditors will have no direct operational responsibility or authority over any of the activities they review. Accordingly, internal auditors will not implement internal controls, develop procedures, install systems, or engage in other activities that may impair their judgment, including:

- Assessing specific operations for which they had responsibility within the previous year.
- Performing operational duties for CapMetro or its affiliates.
- Initiating or approving transactions external to the internal audit function.
- Directing the activities of any CapMetro employee that is not employed by the internal audit function, except to the extent that such employees have been appropriately assigned to internal audit teams or to assist internal auditors.

Internal auditors will:

- Disclose impairments of independence or objectivity, in fact or appearance, to appropriate parties and at least annually, such as the chief audit executive, FAA Committee, management, or others.
- Exhibit professional objectivity in gathering, evaluating, and communicating information.
- Make balanced assessments of all available and relevant facts and circumstances.
- Take necessary precautions to avoid conflicts of interest, bias, and undue influence.

Managing the Internal Audit Function

The chief audit executive has the responsibility to:

- At least annually, develop a risk-based internal audit plan that considers the input of the FAA Committee and senior management. Discuss the plan with the FAA Committee and senior management and submit the plan to the FAA Committee for review and approval.
- Communicate the impact of resource limitations on the internal audit plan to the FAA Committee and senior management.

- Review and adjust the internal audit plan, as necessary, in response to changes in CapMetro’s business, risks, operations, programs, systems, and controls.
- Communicate with the FAA Committee and senior management if there are significant interim changes to the internal audit plan.
- Ensure internal audit engagements are performed, documented, and communicated in accordance with the Global Internal Audit Standards and laws and/or regulations.
- Follow up on engagement findings and confirm the implementation of recommendations or action plans and communicate the results of internal audit services to the FAA Committee and senior management semiannually and for each engagement as appropriate.
- Ensure the internal audit function collectively possesses or obtains the knowledge, skills, and other competencies and qualifications needed to meet the requirements of the Global Internal Audit Standards and fulfill the internal audit mandate.
- Identify and consider trends and emerging issues that could impact CapMetro and communicate to the FAA Committee and senior management as appropriate.
- Consider emerging trends and successful practices in internal auditing.
- Establish and ensure adherence to methodologies designed to guide the internal audit function.
- Ensure adherence to CapMetro’s relevant policies and procedures unless such policies and procedures conflict with the internal audit charter or the Global Internal Audit Standards. Any such conflicts will be resolved or documented and communicated to the FAA Committee and senior management.
- Coordinate activities and consider relying upon the work of other internal and external providers of assurance and advisory services. If the chief audit executive cannot achieve an appropriate level of coordination, the issue must be communicated to senior management and if necessary escalated to the FAA Committee.
- Ensure that each auditor completes at least 80 hours of Continuing Professional Education (CPE) every two years, with a minimum of 24 hours directly related to government auditing or the specific environment of the audited entity, as stipulated in Chapter 4 of the 2024 Generally Accepted Government Auditing Standards (GAGAS). This requirement should be consistently applied to all internal audit staff, with regular monitoring and documentation of compliance to uphold the quality and effectiveness of the audit function.

Communication with the FAA Committee and Senior Management

The chief audit executive will report annually to the FAA Committee and senior management regarding:

- The internal audit function's mandate.
- The internal audit plan and performance relative to its plan.
- Internal audit budget.
- Significant revisions to the internal audit plan and budget.
- Potential impairments to independence, including relevant disclosures as applicable.
- Results from the quality assurance and improvement program, which include the internal audit function's conformance with The IIA's Global Internal Audit Standards and action plans to address the internal audit function's deficiencies and opportunities for improvement.
- Significant risk exposures and control issues, including fraud risks, governance issues, and other areas of focus for the FAA Committee that could interfere with the achievement of CapMetro's strategic objectives.
- Results of assurance and advisory services.
- Resource requirements.
- Management's responses to risk that the internal audit function determines may be unacceptable or acceptance of a risk that is beyond CapMetro's risk appetite

Quality Assurance and Improvement Program

The chief audit executive will develop, implement, and maintain a quality assurance and improvement program that covers all aspects of the internal audit function. The program will include external and internal assessments of the internal audit function's conformance with the Global Internal Audit Standards, as well as performance measurement to assess the internal audit function's progress toward the achievement of its objectives and promotion of continuous improvement. The program also will assess, if applicable, compliance with laws and/or regulations relevant to internal auditing. Also, if applicable, the assessment will include plans to address the internal audit function's deficiencies and opportunities for improvement.

The internal audit function shall establish and maintain a comprehensive system of quality control designed on risk-based process to provide reasonable assurance that the organization and its personnel comply with professional standards and applicable legal and regulatory requirements, as stated in GAGAS Chapter 5. This system should encompass leadership responsibilities, ethical requirements, human resources, engagement performance, and monitoring, as specified in Chapter 5 of the 2024 GAGAS Revision. Annually, the chief audit executive will communicate with the FAA Committee and senior management about the internal audit function's quality assurance and improvement program, including the results of internal assessments (ongoing monitoring and periodic self-assessments) and external assessments.

Under the Generally Accepted Government Auditing Standards (GAGAS), audit organizations are required to undergo an external peer review at least once every three years by reviewers independent of the audit organization and in accordance with GAGAS requirements. Also the qualified, independent assessor or assessment team qualifications must include at least one assessor holding an active Certified Internal Auditor® credential.

Scope and Types of Internal Audit Services

The scope of internal audit services covers the entire breadth of the organization, including all of CapMetro’s activities, assets, and personnel. The scope of internal audit activities also encompasses but is not limited to objective examinations of evidence to provide independent assurance and advisory services to the FAA Committee and management on the adequacy and effectiveness of governance, risk management, and control processes for CapMetro.

The nature and scope of advisory services may be agreed with the party requesting the service, provided the internal audit function does not assume management responsibility as management responsibilities include “decision-making, policy creation, and operational oversight. Opportunities for improving the efficiency of governance, risk management, and control processes may be identified during advisory engagements. These opportunities will be communicated to the appropriate level of management.

Internal audit engagements may include evaluating whether:

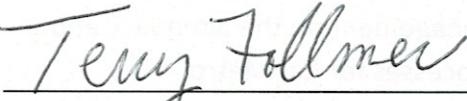
- Risks relating to the achievement of CapMetro’s strategic objectives are appropriately identified and managed.
- The actions of CapMetro’s officers, directors, management, employees, and contractors or other relevant parties comply with CapMetro’s policies, procedures, and applicable laws, regulations, and governance standards.
- The results of operations and programs are consistent with established goals and objectives.
- Operations and programs are being carried out effectively, efficiently, ethically, and equitably.
- Established processes and systems enable compliance with the policies, procedures, laws, and regulations that could significantly impact CapMetro.
- The integrity of information and the means used to identify, measure, analyze, classify, and report such information is reliable.
- Resources and assets are acquired economically, used efficiently and sustainably, and protected adequately.

Approved by the FAA Committee at its meeting on February 12, 2025.

Effective Date

This charter and the policies therein became effective immediately upon adoption by the Board of Directors of CapMetro.

Acknowledgments/Signatures



Chief Audit Executive

3-12-2025

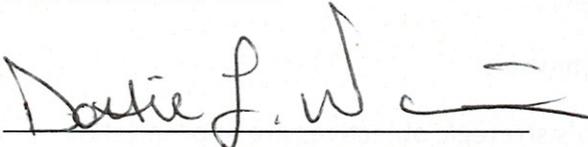
Date



FAA Committee Chair

3-12-2025

Date



CapMetro President & CEO

3-12-2025

Date

Board of Directors

Item #: AI-2026-1748

Agenda Date: 3/23/2026

SUBJECT:

Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract modification with World Wide Technology for Identity and Access Management (IAM) Non-Employee Risk Management (NERM) and implementation services, to include additional funding of \$770,185 for the current option period and the three remaining option periods, with a new total contract amount not to exceed \$3,011,041.

FISCAL IMPACT:

Funding for this action is available in the FY2026 Capital Budget.

STRATEGIC PLAN:

Strategic Goal Alignment:

- 1. Customer
- 2. Community
- 3. Workforce
- 4. Organizational Effectiveness

EXPLANATION OF STRATEGIC ALIGNMENT: IAM streamlines and modernizes the user experience for contractors and employees by reducing onboarding friction, improving user experience, and creating consistency across all workers. Effective IAM ensures CapMetro can scale its talent pool securely and efficiently. IAM strengthens the organizational structure by ensuring the right people, contractors included, have the right access at the right time.

BUSINESS CASE: IAM NERM implementation will reduce operational costs through automation, prevent waste and financial loss from unmanaged access, reduce risks of expensive cybersecurity incidents, support compliance and regulatory risk, accelerate contractor productivity, and enable scalable growth without linear cost increases

COMMITTEE RECOMMENDATION: The item was presented and recommended for approval by the Operations, Planning and Safety Committee on March 11, 2026.

EXECUTIVE SUMMARY: CapMetro relies on a blended workforce that includes employees, contractors, consultants, and vendors who support critical technology, operations, and safety functions across the agency. Today, the processes used to grant, track, modify, and remove system access for contractors are highly manual, inconsistent across departments, and difficult to audit. These limitations increase both operational costs and

security risks, while slowing the onboarding of contractor resources who support essential projects and day-to-day operations.

To address these challenges, CapMetro proposes the implementation of a contractor IAM system. IAM is a modern security and workforce-enablement capability used by public agencies and private organizations to ensure that the right people have the right access to the right systems at the right time. For CapMetro, this system will centralize and automate how contractor identities are created, how access is assigned, and how permissions are removed when work is complete.

SBE PARTICIPATION: A 0% SBE goal was assigned to this procurement, which did not include subcontract opportunities.

PROCUREMENT: On May 20, 2024, the CapMetro Board of Directors approved a resolution to award the Identity and Access Management (IAM) solution to World Wide Technology, LLC, with a not-to-exceed amount of \$2,240,856. A need has been identified to extend the solution to the non-employee user base of 1,500 users. The Board of Directors' approval is requested to authorize a contract modification to support this requirement. The modification includes additional funding for the current option period and the three remaining option periods. The new total is not to exceed \$3,011,041.

RESPONSIBLE DEPARTMENT: Information Technology

**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

**STATE OF TEXAS
COUNTY OF TRAVIS**

AI-2026-1748

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro Management recognize the need to streamline and modernize the user experience for contractors and employees by reducing onboarding friction, improving user experience, and creating consistency across all workers.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or her designee, is authorized to finalize and execute a contract modification with World Wide Technology for Identity and Access Management (IAM) Non-Employee Risk Management (NERM) and implementation services, to include additional funding of \$770,185 for the current option period and the three remaining option periods, with a new total contract amount not to exceed \$3,011,041.

Date: _____

**Secretary of the Board
Becki Ross**

Board of Directors

Item #: AI-2026-1771

Agenda Date: 3/23/2026

SUBJECT:

Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Verizon Wireless for telecommunication services, with a base term of four (4) years, in a total amount not to exceed \$3,393,738, of which \$500,000 is contingency.

FISCAL IMPACT:

Funding for this action is available in the FY2026 Operating Budget.

STRATEGIC PLAN:

Strategic Goal Alignment:

- 1. Customer
- 2. Community
- 3. Workforce
- 4. Organizational Effectiveness

EXPLANATION OF STRATEGIC ALIGNMENT: Maintaining and acquiring telecommunication services, to include circuits, private cellular network, cell phones, tablets, WiFi cellular service, and business-related adjunct telecommunications equipment and software will ensure stable and reliable systems as well as provide for the productivity and growth of employees, facilities, vehicles, and infrastructure.

BUSINESS CASE: This contract is for the term of April 2026 through March 2030 to continue telecommunication services with Verizon. Capital Metro uses these services in many ways to provide telecommunications such as data circuits, cell phones, tablets and cellular WiFi services for staff, infrastructure for vehicles that operate our services, WiFi for customer amenities, and in some cases redundancy to maintain communications during an outage.

COMMITTEE RECOMMENDATION: The item was presented and recommended for approval by the Finance, Audit and Administration Committee on March 11, 2026.

EXECUTIVE SUMMARY: This is a routine purchase to provide a contract to support administration, transit operations and customer provided telecommunications services with Verizon to include circuits, private cellular network, cell phones, tablets, WiFi cellular service, and business-related adjunct telecommunications equipment and software.

SBE PARTICIPATION: A 0% SBE goal was assigned to this procurement, which did not include subcontract

opportunities.

PROCUREMENT: CapMetro will utilize the Department of Information Resources (DIR) Contract No. DIR-TELE-CTSA-003 held by Verizon Wireless for Communications and Technology Offerings, to provide Telecommunication Services.

DIR awarded contracts are made available for use by Capital Metro via Title 7, Intergovernmental Relations Chapter 791, Interlocal Cooperation Contracts and The Texas Interlocal Cooperation Act. Purchases made using DIR contracts satisfy otherwise applicable competitive bidding requirements. Texas Government Code, Section 2054.0565 (b) states that DIR Contracts meet competitive requirements for all governmental entities.

The term is four (4) years, from April 1, 2026, through March 31, 2030. The following are annual not to exceed amounts with contingency to accommodate growth for Verizon Wireless Telecommunication Services:

Description	Verizon Wireless
Year 1 - Telecommunication Services	\$723,434.28
Year 2 - Telecommunication Services	\$723,434.28
Year 3 - Telecommunication Services	\$723,434.28
Year 4 - Telecommunication Services	\$723,434.28
Grand Total for 4 Years:	2,893,737.12
Contingency Amount to Accommodate Growth:	\$500,000.00
Total Board Approval Amount:	\$3,393,737.12

RESPONSIBLE DEPARTMENT: Information Technology

**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

**STATE OF TEXAS
COUNTY OF TRAVIS**

AI-2026-1771

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors (and/or CapMetro Management) recognize the need to provide highly available telecommunication systems for internal and external customers; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors (and/or CapMetro Management) endeavor to provide reliable and secure telecommunication systems solutions.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or her designee, is authorized to finalize and execute a contract with Verizon Wireless for telecommunication services, with a base term of four (4) years, in a total amount not to exceed \$3,393,738, of which \$500,000 is contingency.

Date: _____

**Secretary of the Board
Becki Ross**

Board of Directors

Item #: AI-2026-1776

Agenda Date: 3/23/2026

SUBJECT:

Approval of a resolution authorizing the President & CEO, or her designee, to modify the current janitorial services contract to add a not to exceed amount of \$628,000 to the contract and continue with the current vendor, Simply Klean, for four (4) months from April 1st through July 31st, 2026, for a new total not to exceed amount of \$6,658,001.

FISCAL IMPACT:

Funding for this action is available in the FY2026 Operating Budget.

STRATEGIC PLAN:

Strategic Goal Alignment:

- 1. Customer
- 2. Community
- 3. Workforce
- 4. Organizational Effectiveness

EXPLANATION OF STRATEGIC ALIGNMENT: Capital Metro is responsible for maintaining all facilities in a state of good repair, including the external environment at the agency’s passenger, operational and administrative facilities.

BUSINESS CASE: All of the agency’s facilities, including Administrative Buildings, Park & Rides, Transit Centers and Rail Stations include a significant and highly visible janitorial component, that must be properly maintained to ensure a safe and positive customer experience as well as to preserve all the spaces in excellent working conditions.

COMMITTEE RECOMMENDATION: The item was presented and recommended for approval by the Operations, Planning and Safety Committee on March 11, 2026.

EXECUTIVE SUMMARY:

CapMetro is requesting Board approval for a four (4) month extension of the janitorial contract which expires on March 31st, 2026. With this contract extension CapMetro will secure janitorial services from April 1st through July 31st, 2026, at which time it is expected that a new vendor will be awarded with a new contract. The amount estimated to cover for the four-month service period is \$628,000.

CapMetro Administrative Buildings, Park & Rides and Rail Stations, require the continuity of janitorial services

without interruption to be provided until the Solicitation Process is completed and a new vendor is awarded.

Simply Klean provides janitorial services to all of CapMetro Administrative Buildings, Park and Rides and Rail Stations. All sites are highly visible and require a significant janitorial component that must be properly maintained to ensure a safe and positive customer experience as well as to preserve all the spaces in excellent working conditions.

SBE PARTICIPATION: A 0% SBE goal was assigned to this procurement, which did not include subcontract opportunities.

PROCUREMENT: On March 17, 2021, the CapMetro Board of Directors authorized a resolution awarding a contract to Simply Klean LLC for janitorial services, with a not-to-exceed of \$4,830,001. Subsequently, on March 24, 2025, the Board approved an increase in the contract amount with a not-to-exceed of \$6,030,001 due to pandemic-related adjustments and an increase in the number of facilities. To ensure continuity of services until a new contract is executed, the current agreement must be extended through July 31, 2026. The revised total not-to-exceed contract amount is \$6,658,001.

RESPONSIBLE DEPARTMENT: Facilities Maintenance

**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

**STATE OF TEXAS
COUNTY OF TRAVIS**

AI-2026-1776

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro Management recognize the need for the provision of janitorial services; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro Management recognize that the janitorial contract in place with Simply Klean expires on March 31st, 2026, and that a Solicitation Process is underway, and it is estimated that the awarded company will not be able to initiate janitorial services until August 2026; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors and CapMetro Management recognize the need to extend the current contract for a period of four (4) months.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or her designee, is authorized to modify the current janitorial services contract to add a not to exceed amount of \$628,000 to the contract and continue with the current vendor, Simply Klean, for four (4) months from April 1st through July 31st, 2026, for a new total not to exceed amount of \$6,658,001.

Date: _____

**Secretary of the Board
Becki Ross**

Board of Directors

Item #: AI-2026-1780

Agenda Date: 3/23/2026

SUBJECT:

Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a comprehensive painting services contract with Southstone Development Group covering CapMetro facilities, transit centers, park-and-ride locations, maintenance facilities, administrative buildings, parking areas, and public-facing bus stops for two (2) base years and three (3) option periods of one year each in an aggregate amount not to exceed \$1,335,125.

FISCAL IMPACT:

Funding for this action is available in the FY2026 Operating Budget.

STRATEGIC PLAN:

Strategic Goal Alignment:

- 1. Customer
- 2. Community
- 3. Workforce
- 4. Organizational Effectiveness

EXPLANATION OF STRATEGIC ALIGNMENT: These projects support Customer, Community and Organizational Effectiveness by establishing a proactive, system-wide painting and surface protection program that preserves CapMetro’s facilities, parking assets, and public-facing bus stops in a safe, compliant, and operational condition. Implementing a comprehensive painting contract reduces reactive maintenance, mitigates graffiti impacts, improves visibility and safety through compliant pavement markings, and extends the useful life of assets through the use of durable and specialty coatings. Collectively, these improvements enhance operational consistency, reduce unplanned corrective work, and support continuity of transit operations across all CapMetro locations.

BUSINESS CASE: CapMetro’s facilities, parking assets, and public-facing bus stops are subject to continuous environmental exposure, heavy use, and recurring graffiti, resulting in accelerated surface deterioration and increasing corrective maintenance demands. The absence of a comprehensive, system-wide painting contract has required reactive, ad-hoc responses that are less efficient, more costly, and inconsistent across locations.

Establishing a proactive painting and surface protection program is the most cost-effective approach to preserving asset condition, improving safety and visibility through compliant pavement markings, and reducing the frequency and cost of corrective maintenance. The use of durable and anti-graffiti coatings extends repainting cycles, lowers lifecycle costs, and supports rapid restoration of public assets. Bundling facilities, parking areas, and bus stops under a single contract improves operational efficiency,

standardization, and cost control, while enabling better scheduling, predictable pricing, and reduced mobilization costs across the CapMetro system.

COMMITTEE RECOMMENDATION: This item was presented and recommended for approval at the Operations, Planning and Safety Committee on March 11, 2026

EXECUTIVE SUMMARY: CapMetro Facilities Maintenance Department is requesting Board approval for the award of a comprehensive, system-wide painting services contract covering CapMetro facilities, parking areas, and public-facing bus stops, in an amount not to exceed \$534,050. The contract establishes a proactive, standardized approach to surface maintenance, graffiti mitigation, and safety-critical pavement markings across the system.

Approval at this time will allow staff to initiate work during optimal weather conditions, address deferred painting and striping before further deterioration occurs, and ensure graffiti response and safety markings are in place ahead of peak service periods. The Board is asked to approve the contract award and authorize the President & CEO, or her designee, to finalize and execute the agreement.

SBE PARTICIPATION: A 0% SBE goal was assigned to this procurement, which did not include subcontract opportunities.

PROCUREMENT: On December 30, 2025, an Invitation for Bid (IFB) for Painting Services was issued and formally advertised. By February 9, 2026, the closing date, seven (7) bids were received. Southstone Development Group was determined to be the lowest responsive and responsible bidder. The price was deemed fair and reasonable given adequate competition. The contract is a fixed-price, indefinite-delivery, indefinite-quantity contract. The contract term is a base period of two (2) years, with three (3) one-year option periods, for a not-to-exceed price of \$1,335,125.

RESPONSIBLE DEPARTMENT: Facilities Maintenance

**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

**STATE OF TEXAS
COUNTY OF TRAVIS**

AI-2026-1780

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors recognizes the need to preserve and protect CapMetro’s facilities, parking assets, and public-facing bus stops from ongoing environmental exposure, surface deterioration, and recurring graffiti in order to maintain safe, accessible, and visually consistent transit infrastructure; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors recognizes that the absence of a comprehensive, system-wide painting contract has resulted in reactive maintenance, inconsistent asset conditions, and higher lifecycle costs across CapMetro locations; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors recognizes the need to establish a standardized painting and surface protection program that includes durable and anti-graffiti coatings, safety-critical pavement markings, and parking lot striping to improve operational efficiency, asset longevity, and customer experience across the transit system.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or her designee, is authorized to finalize and execute a comprehensive painting services contract with Southstone Development Group covering CapMetro facilities, parking areas, and public-facing bus stops for two (2) base years and three (3) option periods of one year each in an aggregate amount not to exceed \$1,335,125.

Date: _____

**Secretary of the Board
Becki Ross**

Board of Directors

Item #: AI-2026-1781

Agenda Date: 3/23/2026

SUBJECT:

Approval of a resolution authorizing the President & CEO, or her designee, to implement the June 2026 Service Changes, and accepting the results of the Title VI Analysis.

FISCAL IMPACT:

Funding for this action is available in the FY2026 Operating Budget.

STRATEGIC PLAN:

Strategic Goal Alignment:

- 1. Customer
- 2. Community
- 3. Workforce
- 4. Organizational Effectiveness

EXPLANATION OF STRATEGIC ALIGNMENT: The service change process is guided by and in accordance with CapMetro’s Board-approved [Service Standards and Guidelines <https://www.capmetro.org/docs/default-source/plans-and-development-docs/service-standards-and-guidelines-2023-adopted.pdf?sfvrsn=65dd00d1_1>](https://www.capmetro.org/docs/default-source/plans-and-development-docs/service-standards-and-guidelines-2023-adopted.pdf?sfvrsn=65dd00d1_1). These changes support action items within ‘CapMetros Strategic Plan 2030 <https://www.capmetro.org/docs/default-source/about-capital-metro-docs/strategic-plan-2030.pdf?sfvrsn=fb5be415_11>, such as Action 1.4. Optimize and enhance service by completing and implementing Transit Plan 2035.

BUSINESS CASE: Service changes provide CapMetro with the opportunity to adjust services to meet the needs of customers and efficiently use our resources. Service changes occur up to three times a year typically in January, June, and August to coincide with local school and university calendars. In the interim months, between service change implementations, CapMetro continuously seeks and invites year-round feedback from the community.

COMMITTEE RECOMMENDATION: This agenda item was presented at a public hearing on Wednesday, March 11, 2026. In addition, this agenda item will be presented to the full board on Monday, March 23, 2026.

EXECUTIVE SUMMARY: The proposed June 2026 Service Change is the first major service change that CapMetro would deliver as part of our Board-approved [Transit Plan 2035 <https://www.capmetro.org/transit-plan-2035>](https://www.capmetro.org/transit-plan-2035) and represents more of the Project Connect program of projects coming to life on the ground. After introducing initial service in February 2025, our [Rapid 800 Pleasant Valley <https://www.capmetro.org/docs/default-source/plan-your-trip-docs/destination-schedule-book-docs/rapid-routes.pdf?sfvrsn=7d456f2_38>](https://www.capmetro.org/docs/default-source/plan-your-trip-docs/destination-schedule-book-docs/rapid-routes.pdf?sfvrsn=7d456f2_38) and [837 Expo Center](#)

<https://www.capmetro.org/ourservices/busroutes/route837> lines are proposed to achieve their full 10-minute peak frequencies upon completion of the Goodnight Ranch and Expo Center Park and Rides and successful testing this spring. Additionally, several nearby fixed-route bus services are proposed to be realigned to best utilize and support the new Park and Rides and full frequencies on the Rapid lines.

Realign Routes to the Goodnight Ranch Park and Ride -

With the opening of the new Goodnight Ranch Park and Ride, CapMetro proposes to realign nearby routes to establish the facility as a key transit hub in Southeast Austin. The Park and Ride will serve as the new terminus for Rapid 800 Pleasant Valley, Local Route 318 Westgate/Slaughter, and Frequent Route 333 William Cannon. As a result, Routes 318 Westgate/Slaughter and 333 William Cannon will no longer operate along portions of Thaxton Road, Alum Rock Drive, and Panadero Drive. Customers along this segment can connect to services via nearby stops on Salt Springs Drive or Vertex Boulevard. These changes will improve transfer opportunities, enhance the experience for customers and operators while better aligning service with community and regional partner feedback.

Realign Routes to the Expo Center Park and Ride -

The upcoming Expo Center Park and Ride will serve as a major connection point for Northeast Austin, bringing several routes and on-demand Pickup service together to improve transfers, connectivity options, and better align routes with travel patterns and community feedback. CapMetro is proposing to realign nearby fixed-route bus services enabling the facility to function as both a transit hub and a key link for riders traveling throughout the region.

Specifically, Rapid 837 Expo Center, Frequent Route 337 Koenig/Colony Park, Local Route 18 MLK, and Local Route 233 Decker/Daffan will extend into and terminate at the Park and Ride. The extension of Route 18 MLK will replace Route 237 Northeast Feeder as well as the southern portion of Route 339 Tuscany with more frequent coverage along all existing roads. As a result, Route 339 will shorten to terminate at the Springdale Shopping Center and combine with existing Route 323 Anderson to create an improved crosstown connection for Northeast Austin.

With Pickup Decker and Rapid 837 Expo Center providing similar coverage, Route 233 Decker/Daffan will be modified to operate only east of Johnny Morris Road, creating a neighborhood clockwise circulator with increased frequency. CapMetro is exploring if this resource-neutral frequency improvement increases ridership along the route as ridership has declined since the introduction of Pickup Decker. If ridership continues to decline, CapMetro may consider eliminating this route in the future, but only after soliciting community engagement and conducting a Title VI analysis as required by the FTA Circular and CapMetro policy. Lastly, Route 5 Woodrow/East 12th will turn around via Techni Center instead of transitioning into a different route (currently interlining with Routes 237 and 339). Overall, all impacted routes will have improved connections, transfers, and maintained or increased service levels (no frequency decreases or coverage gaps).

Split of Route 20 Manor Road/Riverside as an Underlying Service for Rapid 837 Expo Center -

With Rapid 837 Expo Center achieving full 10-minute frequency, Route 20 Manor Road/Riverside will be split into two separate routes at the University of Texas. The southern portion (along Riverside Drive to the airport) will remain a high-frequency route, and the northern portion (along Manor Road to Colony Park) will become an underlying Local route for the overlapping Rapid 837 Expo Center service (named Route 320 Manor Road). This matches how Route 1 North Lamar/South Congress and 3 Burnet/Menchaca operate as an underlying Local route with the overlapping Rapid 801 North Lamar/South Congress and Rapid 803 Burnet/South Lamar, respectively. The underlying Local routes focus on lower-frequency coverage with more stops, while the Rapid routes prioritize speed and faster travel times with fewer stops.

Routine Transition to Summer Service Level -

Typical transition to normal summer service levels would occur on UT Shuttle routes and select school-trips on bus routes.

Minor Bus and Rail Schedule Adjustments -

To improve on-time performance, reliability and better serve customers, select routes may receive minor adjustments to their schedules and/or bus stop locations. Specific schedule adjustments are determined further in the service changes process to more accurately respond to evolving traffic conditions and construction in the region. This timing makes sure the schedule best serves customers and more closely reflects available resources.

Under CapMetro's policy, which aligns with FTA circular 4702.1B, these recommendations constitute a major service change (as it increases more than 25% of the miles or hours of Rapid 800 Pleasant Valley and 837 Expo Center and propose realignments and frequency changes to several adjacent bus routes). Accordingly, service equity analyses for the proposed changes were completed and **showed no disparate impact or disproportionate burden; the increase in service will overall benefit Title VI protected populations and those who frequent the east Austin community.**

If approved, the June 2026 Service Changes will start on Sunday, June 7, 2026, upon completion of the Goodnight Ranch and Expo Center Park and Rides and successful testing this spring. If there are items of note during the service and operations testing, CapMetro may adjust the implementation timeline to ensure customer reliability and safety at its discretion.

SBE PARTICIPATION: Does not apply.

PROCUREMENT: Does not apply.

RESPONSIBLE DEPARTMENT: Strategic Planning and Development

**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

**STATE OF TEXAS
COUNTY OF TRAVIS**

AI-2026-1781

WHEREAS, the Capital Metropolitan Transportation Authority (“CapMetro”) Board of Directors and CapMetro management desire to implement the voter-approved Project Connect System Plan and Board-approved Transit Plan 2035; and

WHEREAS, CapMetro received funding for Rapid 800 Goodnight Ranch and 837 Expo Center from the Federal Transit Administration’s Small Starts Program; and

WHEREAS, the proposed service change significantly increases transit connections and opportunities for the community, supports our long-term sustainability commitments, and enhances regional connectivity; and

WHEREAS, CapMetro desires to improve connectivity in Northeast and Southeast Austin by continuing to partner with Travis County to plan, collaborate on, and operate affected routes; and

WHEREAS, CapMetro is committed to ensuring that its transit services, including fares and service planning, do not discriminate based on race, color, or national origin; and

WHEREAS, under CapMetro's Title VI policy, which aligns with Federal Transit Administration Circular 4702.1B, these recommendations constitute a Major Service Change, as defined in the policy; and thus requires a Title VI equity analyses; and

WHEREAS, Title VI equity analyses for the proposed changes were completed and showed no disparate impact or disproportionate burden; the increase in service will overall benefit Title VI protected populations and those who frequent the east Austin community; and

WHEREAS, extensive public engagement was conducted and a public hearing was held on Wednesday, March 11, 2026.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that Title VI service equity analyses are approved and the President & CEO, or her designee, is authorized to

implement June 2026 Service Changes described in the attached document beginning Sunday, June 7, 2026.

Date: _____

Secretary of the Board

Becki Ross

To: CapMetro Board of Directors
From: Sharmila Mukherjee, EVP, Chief Strategic Planning and Development Officer
Date: February 4, 2026
Re: Proposed June 2026 Service Changes

The proposed June 2026 Service Change is the first major service change that CapMetro would deliver as part of our Board-approved [Transit Plan 2035](#) and represents more of the Project Connect program of projects coming to life on the ground. After introducing initial service in February 2025, our [Rapid 800 Pleasant Valley](#) and [837 Expo Center](#) lines are proposed to achieve their full 10-minute peak frequencies upon completion of the Goodnight Ranch and Expo Center Park and Rides and successful testing this spring. Additionally, several nearby fixed-route bus services are proposed to be realigned to best utilize and support the new Park and Rides and full frequencies on the Rapid lines.

Overall, the proposed service change significantly increases transit connections and opportunities for the community, supports our long-term sustainability commitments, and enhances regional connectivity. This memo provides Board Members with an overview of the proposed changes, including how they would be implemented, the associated community engagement plan, the Title VI analysis, and more. The proposed changes will be considered by the CapMetro Board during the March 2026 Board Meeting.

Background

Service changes provide CapMetro an opportunity to adjust its services to meet the needs of customers and efficiently use our resources. Service changes occur up to three times a year typically in January, June, and August to coincide with local school and university calendars. In the interim months between service change implementations, CapMetro continuously seeks and invites year-round feedback from the community.

The service change process is guided by the Board-approved [Service Standards and Guidelines](#). Additional information about how service changes are developed, evaluated, approved and ultimately implemented is available on our website at capmetro.org/service_change.

Proposed Changes

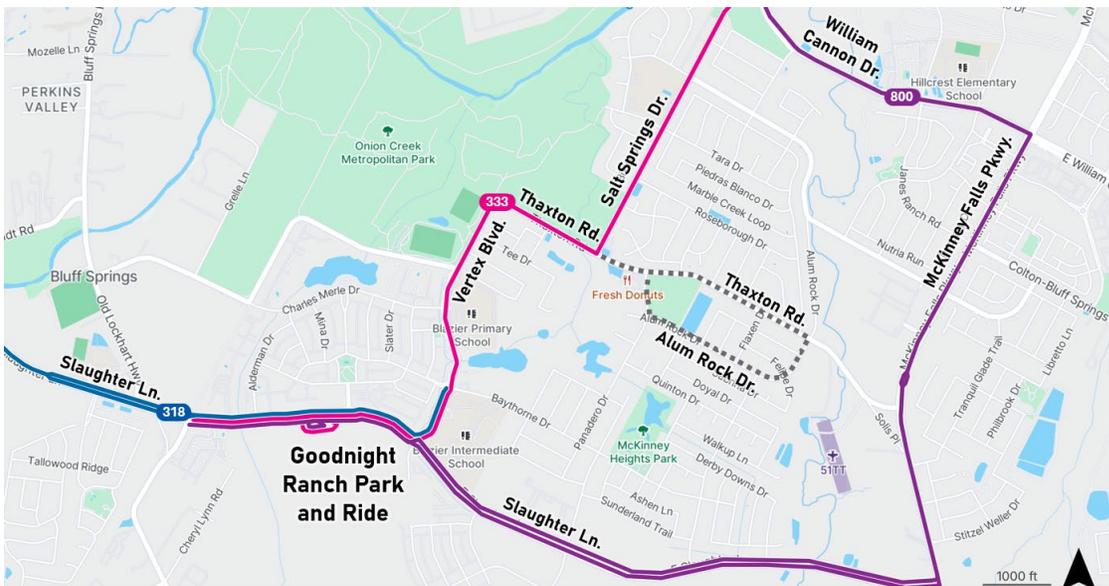
The following is a summary of the proposed service changes for June 2026. Future service changes will include additional components from our Board-approved [Transit Plan 2035](#).

Deliver Full Frequencies on CapMetro Rapid 800 Pleasant Valley and 837 Expo Center –

As a priority investment under Project Connect, designated by the FTA as a Small Starts¹ project, these CapMetro Rapid lines were introduced in February 2025 as new and important transit connections for the community. Since the introduction of service, CapMetro has worked diligently to continue to strengthen these lines each day, for current riders and all other customers discovering it. CapMetro has made significant progress on completing Rapid stations with lighting, signage and rider amenities, progressed the upcoming Park and Ride facilities, further strengthened our electrification infrastructure, and have added more zero-emission vehicles to the lines. The proposed June 2026 Service Changes represent a major milestone in bringing the Rapid lines to their full 10-minute peak frequencies with additional zero-emission vehicles to the lines and completion of the Goodnight Ranch and Expo Center Park and Rides. If there are concerns during the service and operations testing, CapMetro may adjust the implementation timeline to ensure customer reliability and safety at its discretion.

Realign Routes to the Goodnight Ranch Park and Ride –

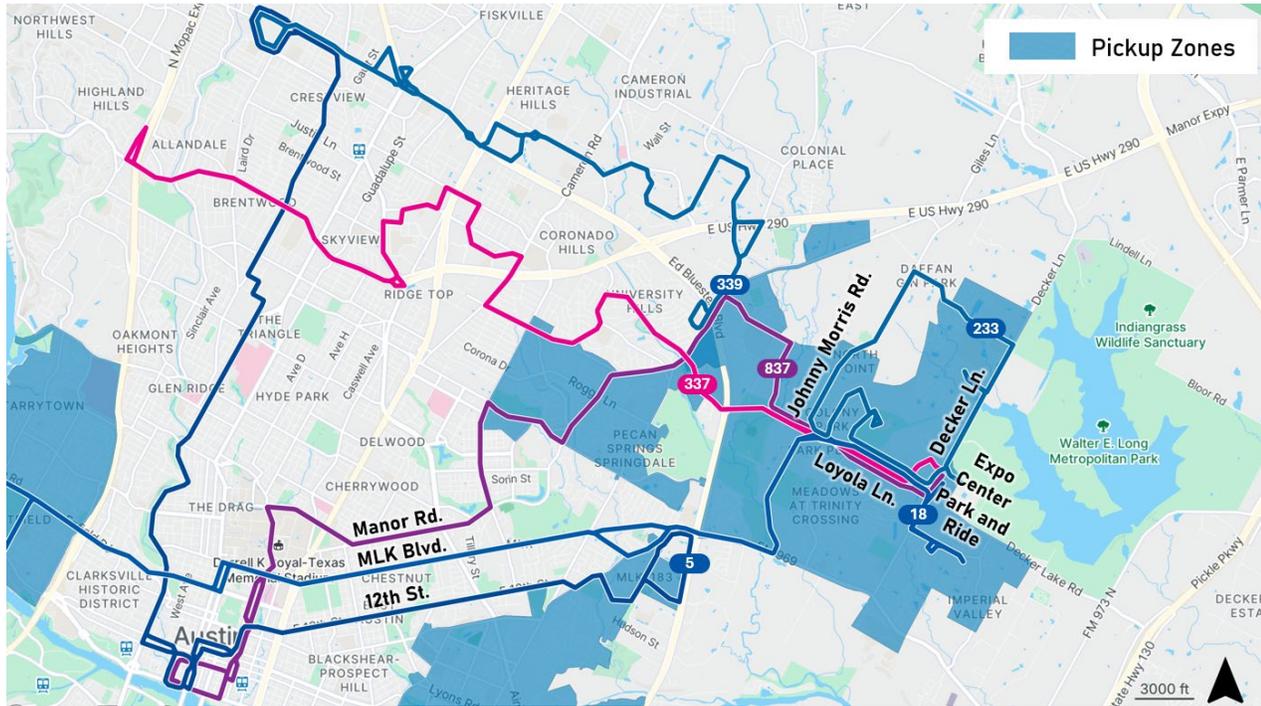
With the opening of the new Goodnight Ranch Park and Ride, CapMetro proposes to realign nearby routes to establish the facility as a key transit hub in Southeast Austin. The Park and Ride will serve as the new terminus for Rapid 800 Pleasant Valley, Local Route 318 Westgate/Slaughter, and Frequent Route 333 William Cannon. As a result, Routes 318 Westgate/Slaughter and 333 William Cannon will no longer operate along portions of Thaxton Road, Alum Rock Drive, and Panadero Drive. Customers along this segment can connect to services via nearby stops on Salt Springs Drive or Vertex Boulevard. These changes will improve transfer opportunities, enhance the experience for customers and operators and better align service with community and regional partner feedback.



¹ A Small Starts project refers to a specific funding program designed to support the development and implementation of transit projects that typically have a total cost of less than \$300 million. These projects often include new light rail lines, bus rapid transit systems, and other types of fixed-guideway transit infrastructure. Small Starts projects undergo a rigorous evaluation process to assess factors such as cost-effectiveness, local support, and environmental impact before receiving federal funding assistance. This program aims to encourage the implementation of innovative and cost-effective transit solutions in communities across the United States.

Realign Routes to the Expo Center Park and Ride –

The upcoming Expo Center Park and Ride will serve as a major connection point for Northeast Austin, bringing several routes and on-demand Pickup service together to improve transfers, connectivity options, and better align routes with travel patterns and community feedback. CapMetro is proposing to realign nearby fixed-route bus services so the facility functions as both a transit hub and a key link for riders traveling throughout the region.

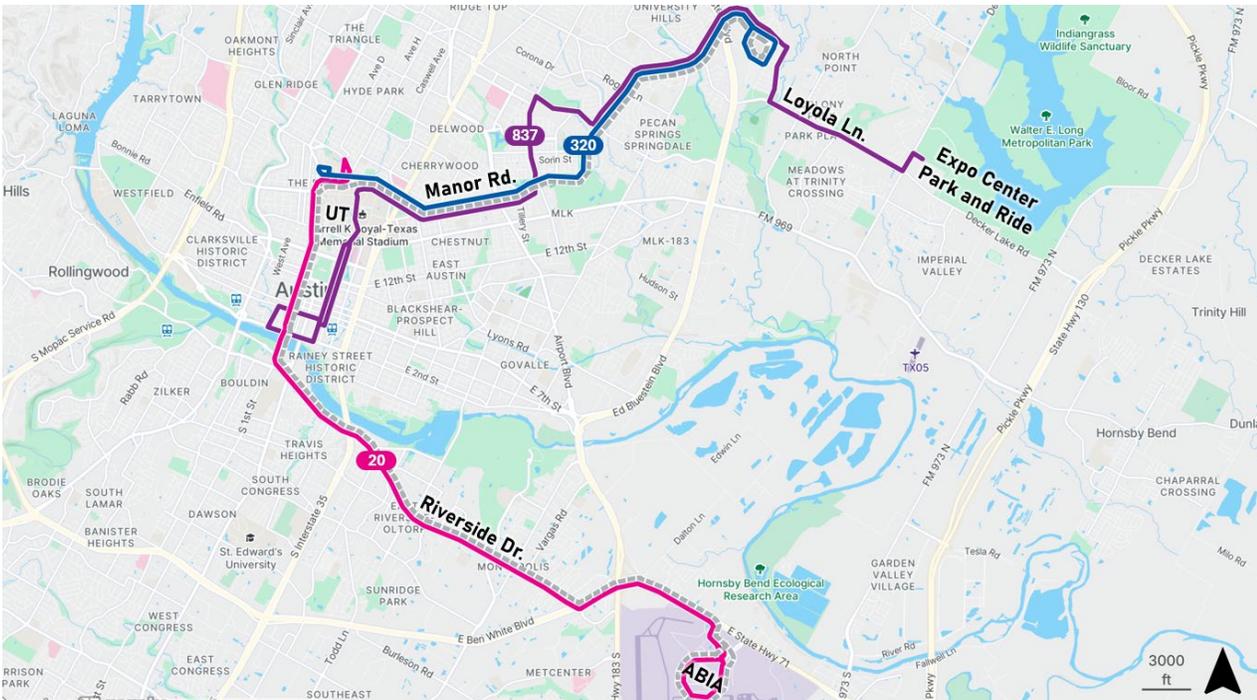


Specifically, Rapid 837 Expo Center, Frequent Route 337 Koenig/Colony Park, Local Route 18 MLK, and Local Route 233 Decker/Daffan will extend into and terminate at the Park and Ride. The extension of Route 18 MLK will replace Route 237 Northeast Feeder as well as the southern portion of Route 339 Tuscany with more frequent coverage along all existing roads. As a result, Route 339 will shorten to terminate at the Springdale Shopping Center and combine with existing Route 323 Anderson to create an improved crosstown connection in Northeast Austin.

With Pickup Decker and Rapid 837 Expo Center providing similar coverage, Route 233 Decker/Daffan will be modified to operate only east of Johnny Morris Road, creating a neighborhood clockwise circulator with increased frequency. CapMetro is exploring if this resource-neutral frequency improvement increases ridership along the route as ridership has declined since the introduction of Pickup Decker. If ridership continues to decline, CapMetro may consider eliminating this route in the future, in addition to associated community engagement. Lastly, Route 5 Woodrow/East 12th will turn around via Techni Center instead of transitioning into a different route (currently interlining with Routes 237 and 339). Overall, all impacted routes will have improved connections, transfers, and maintained or increased service levels (no frequency decreases or coverage gaps).

Split of Route 20 Manor Road/Riverside as an Underlying Service for Rapid 837 Expo Center –

With Rapid 837 Expo Center achieving full 10-minute frequency, Route 20 Manor Road/Riverside will be split into two separate routes at the University of Texas. The southern portion (along Riverside Drive to the airport) will remain a high-frequency route, and the northern portion (along Manor Road to Colony Park) will become an underlying Local route for the overlapping Rapid 837 Expo Center service (as Route 320 Manor Road). This matches how Route 1 North Lamar/South Congress and 3 Burnet/Menchaca operate as an underlying Local route with the overlapping Rapid 801 North Lamar/South Congress and Rapid 803 Burnet/South Lamar, respectively. The underlying Local routes focus on lower-frequency coverage with more stops, while the Rapid routes prioritize speed and travel times with fewer stops.



Routine Transition to Summer Service Level –

Typical transition to normal summer service levels would occur on UT Shuttle routes and select school-trips on bus routes.

Minor Bus and Rail Schedule Adjustments –

To improve on-time performance, reliability and better serve customers, select routes may receive minor adjustments to their schedules and/or bus stop locations. Specific schedule adjustments are determined further in the service changes process to more accurately respond to evolving traffic conditions and construction in the region. This timing makes sure the schedule best serves customers and more closely reflects available resources. Once available, additional details on the proposed minor schedule adjustments will be available on our webpage and in the subsequent memo.

Service Equity Analysis and Community Engagement

Under CapMetro’s policy, which aligns with FTA circular 4702.1B, these recommendations constitute a major service change (as it increases more than 25% of the miles or hours of Rapid 800 Pleasant Valley and 837 Expo Center and propose realignments and frequency changes to several adjacent bus routes). Accordingly, service equity analyses for the proposed changes were completed and showed **no disparate impact or disproportionate burden**; the increase in service will overall benefit customers and those who frequent the east Austin community. The full analysis and findings are detailed in *Appendix C*.

Upcoming engagement efforts for the proposed June 2026 Service Changes build upon extensive outreach and feedback gathered during the development of the voter-approved [Project Connect System Plan](#) and Board-approved [Transit Plan 2035](#). The proposed June 2026 Service Changes process includes a robust community engagement plan that involves notifying key stakeholders and communities at-large and soliciting input from potentially impacted interests. Community engagement will kick off on February 4, 2026, and input will also be solicited from CapMetro’s Advisory Committees, customers, member city and school communities, operators, among others. As part of our commitment to public involvement, the community will have an additional opportunity to engage by providing a formal comment opportunity on the proposed service changes during a scheduled public hearing on Wednesday, March 11, 2026.

CapMetro will share information about its proposed June 2026 Service Changes, review community feedback, and summarize its community engagement efforts prior to bringing the proposed service change to the Board for approval on Monday, March 23, 2026. Once the proposed changes are finalized after board review, we will promote final decisions on service through communications and marketing materials. Further details of engagement efforts can be found in *Appendix B*.

Regional Coordination

CapMetro’s Strategic Plan 2030 identifies Regional Significance as a critical result to guide CapMetro for the next five years and beyond. Collaborating with regional partners, member cities, and non-member municipalities alike is essential to achieving CapMetro’s vision. Together, we are endeavoring to address mobility gaps and connectivity challenges as well as opportunities for collaboration in shaping a prosperous transit landscape for our region. These efforts include assessing service effectiveness and potential, comparing data sets where appropriate, and ensuring we’re capitalizing on any transit propensity within our existing network and beyond.

The proposed June 2026 Service Changes would significantly enhance regional connectivity and improve day-to-day service throughout Central Texas. The opening of the Goodnight Ranch and Expo Center Park and Rides, and the proposed corresponding route adjustments, will create new transit hubs for communities throughout the region to connect with key employment, recreational and essential destinations in the transit system. Additionally, CapMetro is evaluating minor schedule adjustments for this service change to assist with potential congestion or capacity needs and respond to regional feedback and conditions. Specific schedule adjustments are determined further in the service changes process to more accurately respond to evolving traffic conditions and construction in the region. Once available, additional details on the proposed minor schedule adjustments will be available in our subsequent memo and on our webpage.

The CapMetro Government Affairs and Regional Planning team, in close coordination with Planning and Development staff, continues to facilitate engagement opportunities and ongoing communication about network performance and the service change process with all municipalities within CapMetro's service area. Travis County is a regional partner and pays for the portions of service that are outside the CapMetro service area and within their jurisdiction. The county has been actively informed and engaged throughout Transit Plan 2035 and will remain involved in the service change process, specifically related to any potentially impacted routes.

Proposed Implementation

The proposed changes are in accordance with CapMetro's Board-approved [FY2026 Operating and Capital Budget](#). CapMetro received \$65.60 million through the [FTA Small Starts Grant Program](#) for Rapid 800 Pleasant Valley and 837 Expo Center and its associated infrastructure, and is utilizing \$35.64 million in local Project Connect dollars to complete the project. FTA Small Starts projects undergo a rigorous evaluation process to assess factors such as cost-effectiveness, local support, and environmental impact before receiving federal funding assistance. This program aims to encourage the implementation of innovative and cost-effective transit solutions in communities across the United States.

If approved, the June 2026 Service Changes will start on Sunday, June 7, 2026, upon completion of the Goodnight Ranch and Expo Center Park and Rides and successful testing this spring. If there are concerns during the service and operations testing, CapMetro may adjust the implementation timeline to ensure customer reliability and safety at its discretion.

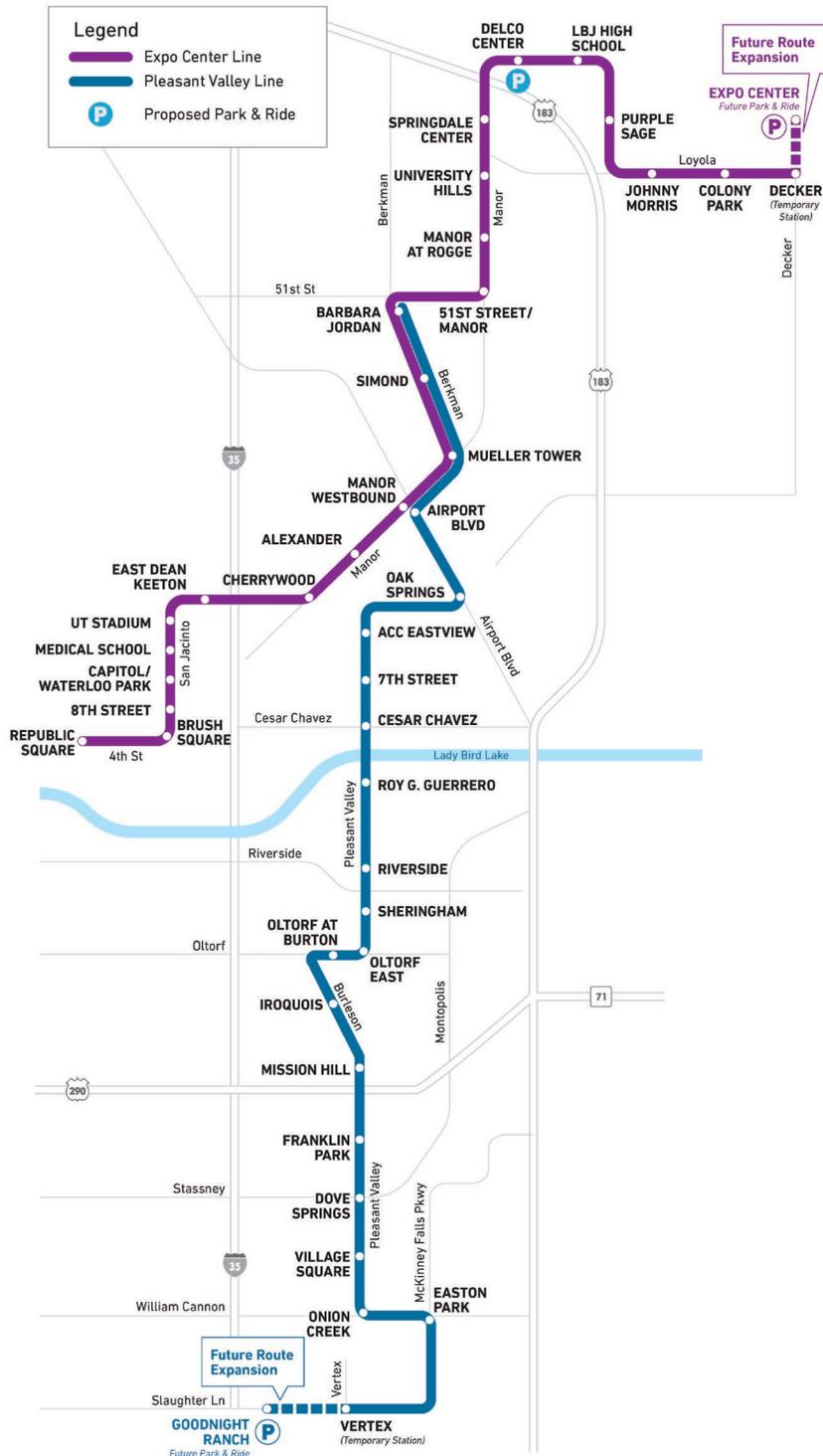
Should Board Members have any questions regarding the proposed changes, they should contact Ed.Easton@capmetro.org.

Appendix A: CapMetro Rapid 800 Pleasant Valley and 837 Expo Center

Rapid 800 Pleasant Valley provides service from Berkman/Mueller to Goodnight Ranch in southeast Austin, connecting customers to destinations such as Mueller area, ACC Eastview, Dove Springs and more. It also includes connections to the future network, with transfers to the upcoming light rail and future Green Line commuter rail.

Rapid 837 Expo Center connects customers to medical, university, residential and commercial areas, as well as to downtown at the Republic Square transit hub. At Republic Square, it connects with a variety of CapMetro routes, including our high-frequency network and existing Rapid 801 and 803. Rapid 837 also connects to the existing Red Line (Brush Square/Downtown Station) and the upcoming light rail, giving customers even more transit options to move throughout the city.

These routes provide service on a select number of stops with faster travel times, when compared to regular Bus service, and provide access to the community in an area growing with new development and redevelopment.



Appendix B: Community Engagement for the Proposed Service Changes

Upcoming engagement efforts for the proposed June 2026 Service Changes build upon extensive outreach and feedback gathered during the development of the voter-approved Project Connect System Plan and Board-approved Transit Plan 2035. Below is a summary of key upcoming engagement activities for the proposed service change, which includes tailored outreach to ensure customers are informed and able to provide feedback. All print and online materials will be available in Spanish and other languages upon request.

- **Regional Conversations with our Member Cities and Regional Partners:**
 - Collaborating with our member cities and regional partners to proactively discuss service change concepts and feedback.
- **Communication and Meetings with Stakeholders and the Community:**
 - Meetings with community groups, non-profit organizations and neighborhood homeowner associations, such as, but not limited to: AVANCE Resource Hours, Goodnight Ranch Annual Meeting, Equidad ATX LiveWell ViveBien Mobile Market, Colony Park CORE Team Meeting, UT Spring Marketplace, Community First!, among others.
 - CapMetro will email and provide presentations for stakeholders, neighborhood groups, and community-based organizations.
 - Flyers will be provided at tabling opportunities and relevant community events.
- **In-Person and Virtual Public Meetings:**
 - CapMetro will host an in-person public meeting at University Hills Public Library on March 3, 2026, from 5:00 p.m. to 7:00 p.m.
 - CapMetro will also host a virtual public meeting on February 26, 2026, from 6:00 p.m. to 7:00 p.m. on Zoom.
- **Advisory Committees:**
 - CapMetro will present at the Access Committee Meeting on March 4, 2026, and at the Customer Satisfaction Advisory Committee (CSAC) Meeting on March 11, 2026.
 - Email updates will be provided to the Public Safety Advisory Committee (PSAC), the Strategic Engagement Group, and the Project Connect Community Advisory Committee.
- **Operator Communications:**
 - All operators with Keolis will receive notice through posters in breakrooms, direct email, and TimePoint TV.
 - CapMetro will also discuss the proposed changes with operators during at-stop outreach.
- **Service Change Webpage with Comment Box:**
 - The CapMetro [webpage](#) will provide details of the proposed service changes and include an opportunity to provide comments (via Public Input open comment box) and sign-up to speak at the scheduled public hearing. Additionally, a virtual presentation will be posted on the webpage.
- **Public Hearing Notice and Public Hearing:**
 - Legal Notices are posted from February 11, 2026, to February 19, 2026, promoting the Public Hearing on March 11, 2026.
- **At-Stop Outreach with Flyers:**
 - CapMetro will conduct at-stop outreach for proposed route changes.
- **At-Stop Signage:**
 - Signage will be posted at key locations along the corridor.

- **Blockwalking:**
 - Discussing the proposed June 2026 Service Changes with residents.
- **Message Centers:**
 - Signage will be placed onboard directly behind operator's seats.
- **Brochures:**
 - Brochures will be available onboard at the front of the bus.
- **CapMetro Alerts Text Messages:**
 - Email and text will go out to associated subscribers.
- **Email to CapMetro's Contact List and Listserv**
 - Email updates provided to 10,000+ customers, stakeholders, and interested members via our contact list and listserv.
- **Social Media Posts:**
 - General and targeted social media posts to inform the community, riders and non-riders, about the future potential changes.

Appendix C: Title VI Service Equity Analyses for the Proposed June 2026 Service Changes

Project Overview

CapMetro is excited to increase frequency on Rapid 800 Pleasant Valley and Rapid 837 Expo Center, both routes that have been designated by the Federal Transit Administration (FTA) as Small Starts projects. The frequency increase will occur in tandem with the opening of two new Park and Rides that provide critical charging infrastructure for electric buses. Goodnight Ranch Park and Ride will serve as the new termination point for Rapid 800 Pleasant Valley, and Expo Center Park and Ride will serve as the new terminus for Rapid 837 Expo Center.

As we increase service on these lines, adjacent routes will be adjusted to terminate at the newly-constructed Park and Rides. Additionally, the existing Route 20 service will split into two routes around Guadalupe Street and Dean Keeton, resulting in Route 20 and the new Route 320. The service underlying Rapid 837, Route 320, will be adjusted from frequent, 15-minute service to local, 30-minute service. This matches the way Rapid 801 and 803 operate, with local Routes 1 and 3 providing 30-minute service underneath the 10-minute Rapid service.

Guidance for Title VI Compliance

In accordance with the requirements of Title VI of the Civil Rights Act of 1964, and FTA Title VI Circular 4702.1B (2012), CapMetro, as a recipient of federal funds, must ensure that services provided are conducted in a manner that does not discriminate on the basis of race, color, or national origin. To this end, FTA Title VI Circular 4702.1B requires CapMetro to evaluate proposed service and fare changes to determine whether the planned change will have a disparate impact on the basis of race, color, or national origin, or whether low-income populations will bear a disproportionate burden of the changes.

Title VI Service Equity Analysis Methodology

CapMetro's Title VI goal is for minority and low-income populations to receive at least their share of the benefits in the case of a net service increase, and no more than their share of the adverse effects, in the case of net service reductions. For Service Equity Analyses, a Disparate Impact threshold of 2% will be used to determine if minority riders are more adversely affected or less positively affected by the proposed change.

Service changes are determined to have a Disparate Impact on minority populations if the adverse impacts experienced by minority riders is greater than 2% when compared to the adverse impacts experienced by non-minority populations. Additionally, if benefits associated with service or fare changes accrue to non-minority populations greater than 2% when compared to minority populations, then this change will be determined to have a Disparate Impact.

For example, assume CapMetro's overall ridership is 68 percent minority and that CapMetro proposed a major service increase. Minority populations would be expected to consume 68 percent of the new service, measured in revenue miles. Deviations from this goal exceeding the disparate impact threshold of 2% (see below) would be considered statistically significant. Therefore, if minority populations received less than 66% of the benefits, this would constitute a potential disparate impact. If a disparate impact or disproportionate burden were to occur, planners would work with the community to identify what actions would best mitigate negative impacts.

Analysis

Baseline Data

Onboard survey data is CapMetro’s preferred data source to identify the demographics associated with each route affected by a service change. When onboard survey data is not available, staff compare the population served by the proposed routes with the population in the service area using Census data. Rapid 800 Pleasant Valley and 837 Expo Center were introduced in February 2025, and thus do not have onboard survey data, so Census data was used for all affected routes to ensure consistent data sources for all routes.

Based on Census data, the population in CapMetro’s service area is 52.41% minority² and 13.97% people with low incomes³, as shown in the table below.

Table 1: Baseline Data, CapMetro Service Area

Protected Class	Service Area	Source
Minority	52.41%	2020 Decennial Census Blocks
Low-Income	13.97%	American Community Survey 5-year; 2023-2019.

² Persons who self-identify as being non-white under the United States Census Bureau guidelines. This includes American Indian and Alaskan Native, Asian, Black or African American, Hispanic, Latino or LatinX, and Native Hawaiian or Other Pacific Islander.

³ For purposes of CapMetro’s Title VI policy, low-income population is defined as any readily identifiable group of households who are at or below 125% of the United States Department of Health and Human Services Poverty Guidelines.

Figure 1: CapMetro Service Area

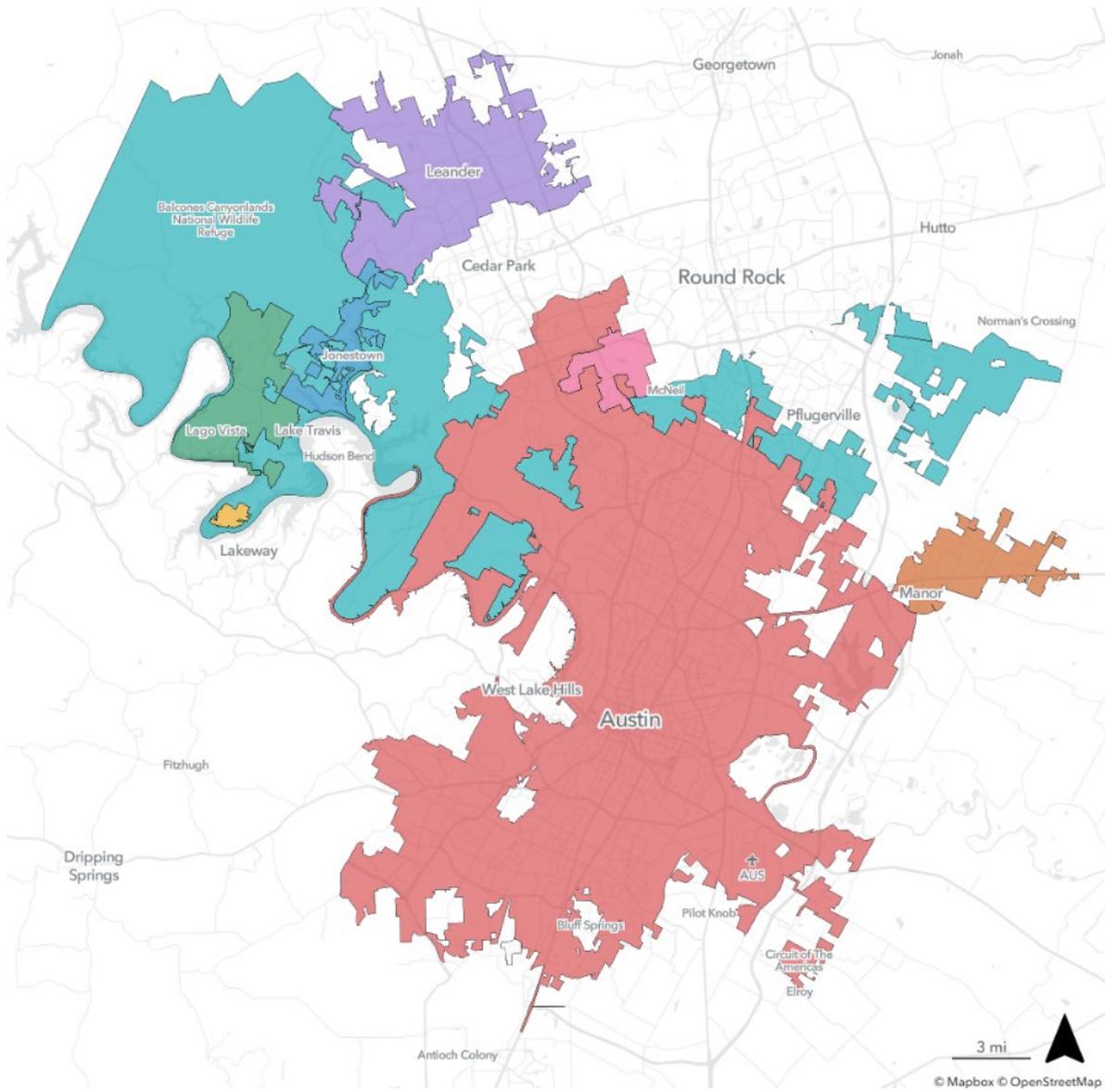


Figure 2: People within 125% of Poverty Level in Service Area and CapMetro Routes

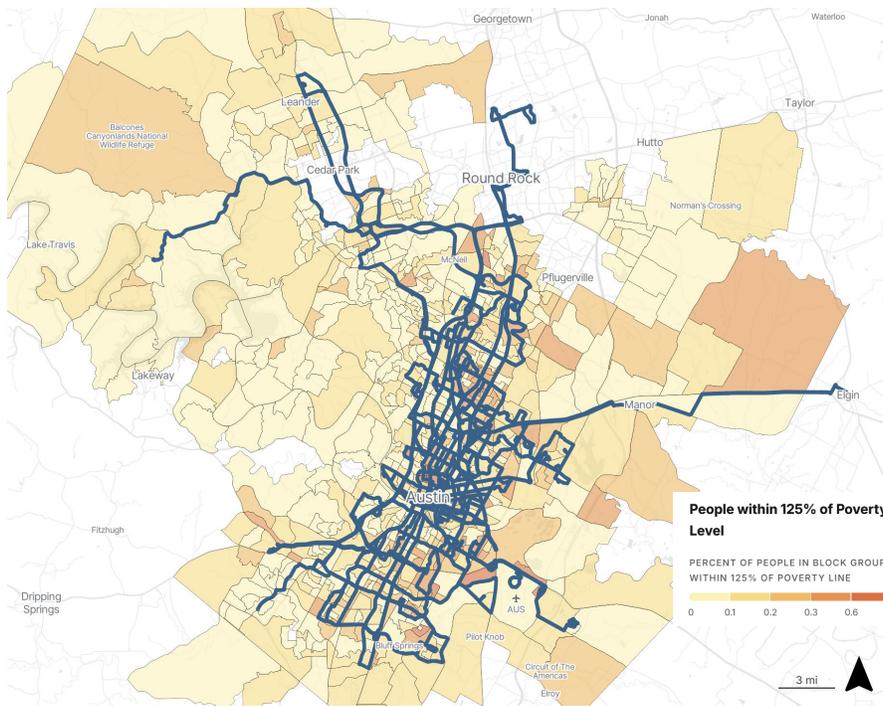
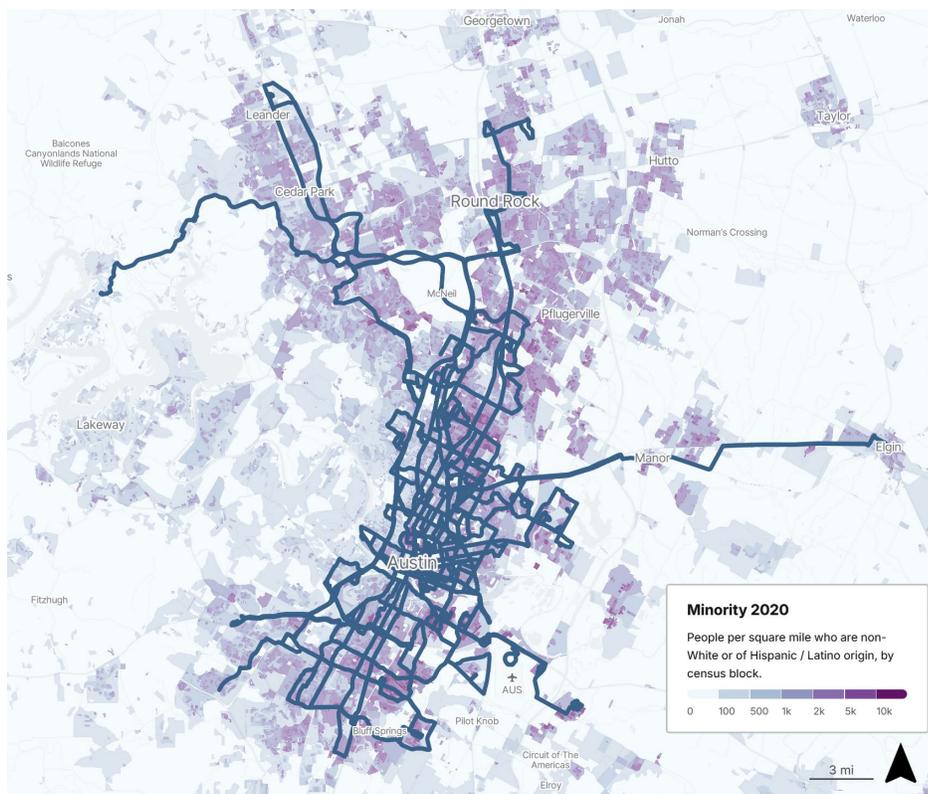


Figure 3: Minority Population in Central Texas and CapMetro Routes



Analyses Packages

The proposed changes for June 2026 Service Change include many different routes. To analyze the impact to communities at a more detailed level, the proposed changes were grouped into two different areas based on the affected geographies: Rapid Line 800 and Southeast Changes and Rapid Line 837 and Northeast Changes. Each package was accompanied with its own Title VI analysis. The table below shows the routes analyzed in each package.

Table 2: List of Analysis Packages

Package	Package 1: Rapid Line 800 and Southeast Changes	Package 2: Rapid Line 837 and Northeast Changes
Associated Routes	Rapid 800 Pleasant Valley	Rapid 837 Expo Center
	Route 333 William Cannon	Route 5 Woodrow/East 12th
	Route 318 Westgate/Slaughter	Route 18 MLK
		Route 20 Manor Rd/Riverside
		Route 233 Decker/Daffan
		Route 237 Northeast Feeder
		Route 320 Manor Rd
		Route 323 Anderson
		Route 337 Koenig/Colony Park
		Route 339 Tuscany

Analysis Results

The **percent of minority and low-income populations** served by the proposed changes were compared to the **service area average** to determine whether there is a disparate impact or disproportionate burden, measured in revenue miles.

Package 1: Rapid 800 Pleasant Valley and Southeast Changes

Rapid 800 Pleasant Valley is proposed to receive an increase in frequency, from 20-minute service to 10-minute service, which will coincide with the debut of its new terminus at the Goodnight Ranch Park and Ride. Adjacent Routes 333 William Cannon and 318 Westgate Slaughter are proposed to also terminate at the new Park and Ride, providing better connections to the Rapid service and removing a turnaround on Thaxton Rd.

Minority Results

Based on the population located within a quarter mile of the proposed transit stops and the proposed revenue miles on each route, an increase in service will be received by a population that is 60.6% minority (8.1 percentage points higher than the service area average), as shown in the table below.

Table 3: Package 1 Minority Results

Changes	Route	Minority Percentage	Revenue Miles Difference	Minority Revenue Miles
Rapid 800 Frequency Increase, Alignment with Park and Ride	Rapid 800 Pleasant Valley (Existing)	65.8%	(618,057)	(406,962)
	Rapid 800 Pleasant Valley (Proposed)	65.7%	898,388	590,642
Route 318 Termination Change	Route 318 Westgate/Slaughter (Existing)	55.6%	(334,856)	(186,252)
	Route 318 Westgate/Slaughter (Proposed)	52.6%	288,866	151,823
Route 333 Termination Change	Route 333 William Cannon (Existing)	59.6%	(484,967)	(288,800)
	Route 333 William Cannon (Proposed)	58.1%	507,209	294,914
All Changes		60.6%	256,583	155,365
CapMetro Service Area		52.4%		

Conclusion: No disparate impact to minority populations from the proposed changes.

Low-Income Results

Based on the population located within a quarter mile of the proposed transit stops and the proposed revenue miles on each route, an increase in service will be received by a population that is 19.8% people with low incomes (5.8 percentage points higher than the service area average), as shown in the table below.

Table 4: Package 1 Low Income Results

Changes	Route	Low-Income (Census)	Revenue Miles Difference	Low-Income RM
Rapid 800 Frequency Increase, Alignment with Park and Ride	Rapid 800 Pleasant Valley (Existing)	18.6%	(618,057)	(114,671)
	Rapid 800 Pleasant Valley (Proposed)	18.6%	898,388	166,688
Route 318 Termination Change	Route 318 Westgate/Slaughter (Existing)	11.1%	(334,856)	(37,014)
	Route 318 Westgate/Slaughter (Proposed)	11.4%	288,866	32,834
Route 333 Termination Change	Route 333 William Cannon (Existing)	9.8%	(484,967)	(47,663)
	Route 333 William Cannon (Proposed)	10.0%	507,209	50,566
All Changes		19.8%	256,583	50,740
CapMetro Service Area		14.0%		

Conclusion: No disproportionate burden to low-income populations from the proposed changes.

Package 2: Rapid 837 Expo Center and Northeast Changes

Rapid 837 Expo Center is also proposed to receive an increase in frequency, from 20-minute service to 10-minute service, as well as a new termination point at the Expo Center Park and Ride. Multiple adjacent routes in the Northeast area are proposed to change in alignment or frequency (or both) to adjust to the new level of Rapid service and the new Park and Ride. Overall, all impacted routes will have improved connections, transfers, and maintained or increased service levels (no frequency decreases or coverage gaps). The proposed changes in this package include the following:

- Rapid 837 Expo Center, Frequent Route 337 Koenig/Colony Park, Local Route 18 MLK, and Local Route 233 Decker/Daffan will extend into and terminate at the Park and Ride.
- The extension of Route 18 MLK will replace Route 237 Northeast Feeder as well as the southern portion of Route 339 Tuscany with more frequent coverage along all existing roads. As a result, Route 339 will shorten to terminate at the Springdale Shopping Center and combine with existing Route 323 Anderson to create an improved crosstown connection in Northeast Austin.
- With Rapid 837 Expo Center achieving their full 10-minute frequencies, Route 20 Manor Road/Riverside will be split into two separate routes at the University of Texas. The southern portion (along Riverside Drive to the airport) will remain a high-frequency route, and the northern portion (along Manor Road to Colony Park) will become an underlying Local route for the overlapping Rapid 837 Expo Center service. This matches how Route 1 North Lamar/South Congress and 3 Burnet/Menchaca operate as an underlying Local route with the overlapping Rapid 801 North Lamar/South Congress and Rapid 803 Burnet/South Lamar. The underlying Local routes focus on lower-frequency coverage with more stops, while the Rapid routes prioritize speed and travel times with less stops.
- With Pickup Decker and Rapid 837 Expo Center providing similar coverage, Route 233 Decker/Daffan will be modified to operate only east of Johnny Morris Road, creating a neighborhood clockwise circulator with increased frequency. CapMetro is exploring if this resource-neutral frequency improvement increases ridership along the route as ridership has declined since the introduction of Pickup Decker. If ridership continues to decline, CapMetro may eliminate the route in the future.
- Route 5 Woodrow/East 12th will turn around via Techni Center instead of transitioning into a different route (interlining with Routes 237 and 339).

Minority Results

Based on the population located within a quarter mile of the proposed transit stops and the proposed revenue miles on each route, an increase in service will be received by a population that is 50.7% minority (1.7 percentage points lower than the service area average but within CapMetro's 2 percentage point threshold).

Table 5: Package 2 Minority Results

Change	Route	Minority Percentage	Revenue Miles Difference	Minority Revenue Miles
Rapid 837 Frequency Increase, Alignment to Park and Ride	Rapid 837 Expo Center (Existing)	54.9%	(493,289)	(270,771)
	Rapid 837 Expo Center (Proposed)	54.9%	986,578	541,543
Route 5 Turnaround Change	Route 5 (Existing)	38.0%	(371,457)	(141,154)
	Route 5 (Proposed)	38.0%	381,790	145,080
Route 18 Extension	Route 18 (Existing)	49.4%	(213,781)	(105,525)
	Route 18 (Proposed)	56.8%	368,440	209,117
Route 233 Alignment and Frequency Change	Route 233 (Existing)	90.4%	(67,768)	(61,265)
	Route 233 (Proposed)	94.7%	58,561	55,475
Route 237 Elimination (Covered by New Route 18)	Route 237 (Existing)	88.6%	(61,186)	(54,240)
Route 337 Extension	Route 337 (Existing)	60.1%	(516,685)	(310,300)
	Route 337 (Proposed)	60.1%	526,239	316,027
Route 323 + 339 Combination (New 339)	Route 323 (Existing)	64.5%	(110,413)	(71,188)
	Route 339 (Existing)	82.0%	(109,734)	(89,967)
	Route 339 (Proposed)	66.7%	238,372	158,899
Route 20 Split	Route 20 (Existing)	53.8%	(917,103)	(493,771)
	Route 20 (Proposed)	52.6%	564,938	297,206
Route 320 (New)	Route 320 (Proposed)	55.1%	192,791	106,251
All Changes		50.7%	456,293	231,418
CapMetro Service Area		52.4%		

Conclusion: No disparate impact to minority populations from the proposed changes.

Low-Income Results

Based on the population located within a quarter mile of the proposed transit stops and the proposed revenue miles on each route, an increase in service will be received by a population that is 16% people with low incomes (2 percentage points higher than the service area average).

Table 6: Package 2 Low Income Results

Change	Route	Low-Income Percentage	Revenue Miles Difference	Low-Income Revenue Miles
Rapid 837 Frequency Increase, Alignment to Park and Ride	Rapid 837 Expo Center (Existing)	13.4%	(493,289)	(66,088)
	Rapid 837 Expo Center (Proposed)	13.4%	986,578	132,177
Route 5 Turnaround Change	Route 5 (Existing)	17.0%	(371,457)	(63,148)
	Route 5 (Proposed)	17.0%	381,790	64,904
Route 18 Extension	Route 18 (Existing)	12.9%	(213,781)	(27,641)
	Route 18 (Proposed)	12.5%	368,440	46,103
Route 233 Alignment and Frequency Change	Route 233 (Existing)	10.2%	(67,768)	(6,931)
	Route 233 (Proposed)	8.7%	58,561	5,121
Route 237 Elimination (Covered by New Route 18)	Route 237 (Existing)	12.6%	(61,186)	(7,729)
Route 337 Extension	Route 337 (Existing)	14.4%	(516,685)	(74,470)
	Route 337 (Proposed)	14.4%	526,239	75,838
Route 323 + 339 Combination (New 339)	Route 323 (Existing)	20.9%	(110,413)	(23,030)
	Route 339 (Existing)	17.3%	(109,734)	(19,037)
	Route 339 (Proposed)	19.4%	238,372	46,208
Route 20 Split	Route 20 (Existing)	22.6%	(917,103)	(207,116)
	Route 20 (Proposed)	26.9%	564,938	151,961
Route 320 (New)	Route 320 (Proposed)	23.8%	192,791	45,874
All Changes		16.0%	456,293	72,995
CapMetro Service Area		14.0%		

Conclusion: No disproportionate burden to low-income populations from the proposed changes.

To: CapMetro Board of Directors
From: Sharmila Mukherjee, EVP, Chief Strategic Planning and Development Officer
Date: February 4, 2026
Re: Proposed June 2026 Service Changes

The proposed June 2026 Service Change is the first major service change that CapMetro would deliver as part of our Board-approved [Transit Plan 2035](#) and represents more of the Project Connect program of projects coming to life on the ground. After introducing initial service in February 2025, our [Rapid 800 Pleasant Valley](#) and [837 Expo Center](#) lines are proposed to achieve their full 10-minute peak frequencies upon completion of the Goodnight Ranch and Expo Center Park and Rides and successful testing this spring. Additionally, several nearby fixed-route bus services are proposed to be realigned to best utilize and support the new Park and Rides and full frequencies on the Rapid lines.

Overall, the proposed service change significantly increases transit connections and opportunities for the community, supports our long-term sustainability commitments, and enhances regional connectivity. This memo provides Board Members with an overview of the proposed changes, including how they would be implemented, the associated community engagement plan, the Title VI analysis, and more. The proposed changes will be considered by the CapMetro Board during the March 2026 Board Meeting.

Background

Service changes provide CapMetro an opportunity to adjust its services to meet the needs of customers and efficiently use our resources. Service changes occur up to three times a year typically in January, June, and August to coincide with local school and university calendars. In the interim months between service change implementations, CapMetro continuously seeks and invites year-round feedback from the community.

The service change process is guided by the Board-approved [Service Standards and Guidelines](#). Additional information about how service changes are developed, evaluated, approved and ultimately implemented is available on our website at capmetro.org/service_change.

Proposed Changes

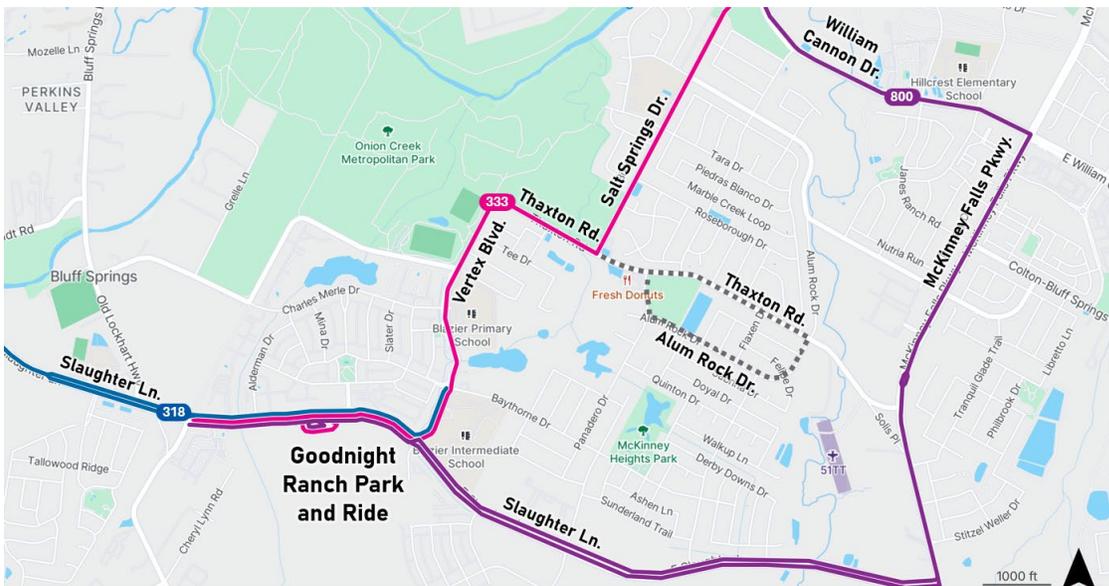
The following is a summary of the proposed service changes for June 2026. Future service changes will include additional components from our Board-approved [Transit Plan 2035](#).

Deliver Full Frequencies on CapMetro Rapid 800 Pleasant Valley and 837 Expo Center –

As a priority investment under Project Connect, designated by the FTA as a Small Starts¹ project, these CapMetro Rapid lines were introduced in February 2025 as new and important transit connections for the community. Since the introduction of service, CapMetro has worked diligently to continue to strengthen these lines each day, for current riders and all other customers discovering it. CapMetro has made significant progress on completing Rapid stations with lighting, signage and rider amenities, progressed the upcoming Park and Ride facilities, further strengthened our electrification infrastructure, and have added more zero-emission vehicles to the lines. The proposed June 2026 Service Changes represent a major milestone in bringing the Rapid lines to their full 10-minute peak frequencies with additional zero-emission vehicles to the lines and completion of the Goodnight Ranch and Expo Center Park and Rides. If there are concerns during the service and operations testing, CapMetro may adjust the implementation timeline to ensure customer reliability and safety at its discretion.

Realign Routes to the Goodnight Ranch Park and Ride –

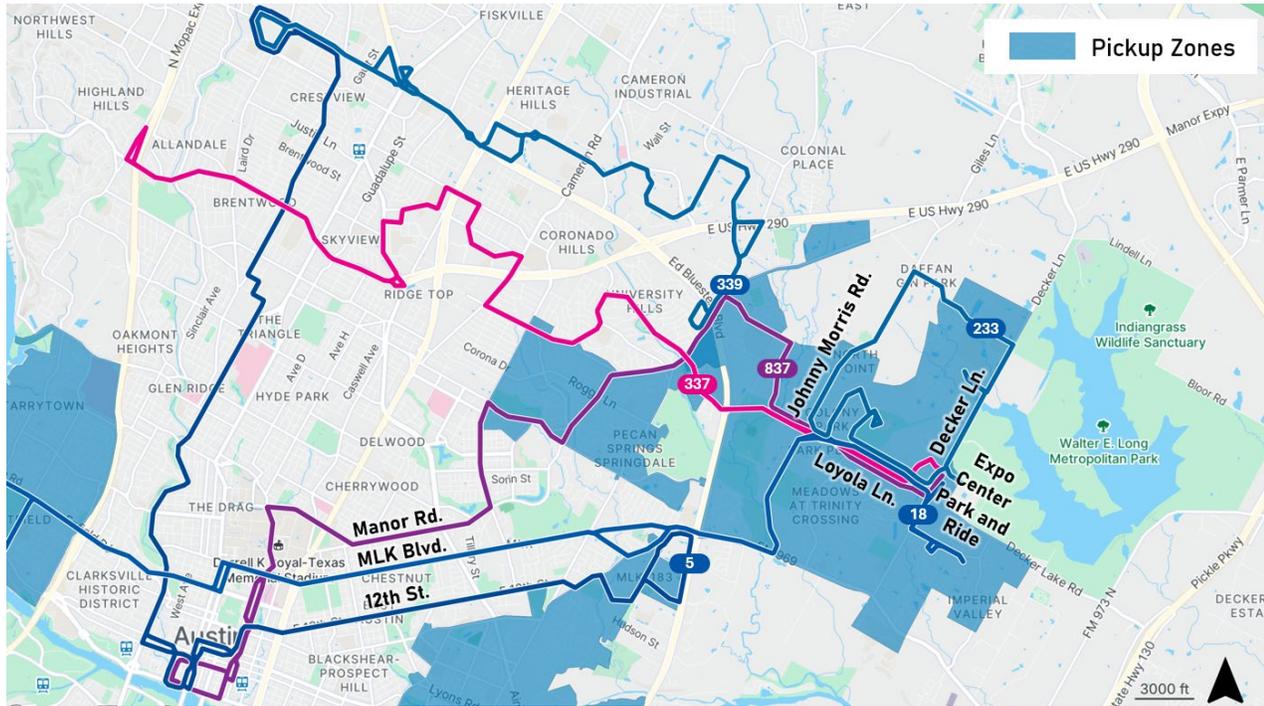
With the opening of the new Goodnight Ranch Park and Ride, CapMetro proposes to realign nearby routes to establish the facility as a key transit hub in Southeast Austin. The Park and Ride will serve as the new terminus for Rapid 800 Pleasant Valley, Local Route 318 Westgate/Slaughter, and Frequent Route 333 William Cannon. As a result, Routes 318 Westgate/Slaughter and 333 William Cannon will no longer operate along portions of Thaxton Road, Alum Rock Drive, and Panadero Drive. Customers along this segment can connect to services via nearby stops on Salt Springs Drive or Vertex Boulevard. These changes will improve transfer opportunities, enhance the experience for customers and operators and better align service with community and regional partner feedback.



¹ A Small Starts project refers to a specific funding program designed to support the development and implementation of transit projects that typically have a total cost of less than \$300 million. These projects often include new light rail lines, bus rapid transit systems, and other types of fixed-guideway transit infrastructure. Small Starts projects undergo a rigorous evaluation process to assess factors such as cost-effectiveness, local support, and environmental impact before receiving federal funding assistance. This program aims to encourage the implementation of innovative and cost-effective transit solutions in communities across the United States.

Realign Routes to the Expo Center Park and Ride –

The upcoming Expo Center Park and Ride will serve as a major connection point for Northeast Austin, bringing several routes and on-demand Pickup service together to improve transfers, connectivity options, and better align routes with travel patterns and community feedback. CapMetro is proposing to realign nearby fixed-route bus services so the facility functions as both a transit hub and a key link for riders traveling throughout the region.

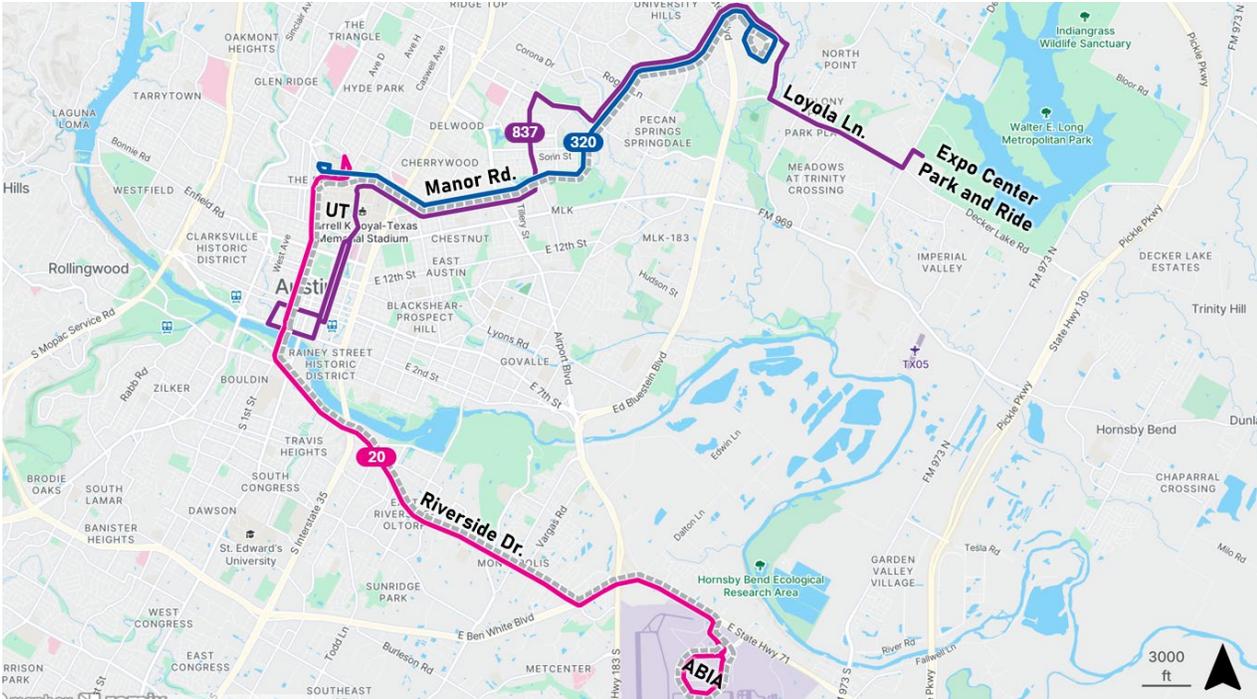


Specifically, Rapid 837 Expo Center, Frequent Route 337 Koenig/Colony Park, Local Route 18 MLK, and Local Route 233 Decker/Daffan will extend into and terminate at the Park and Ride. The extension of Route 18 MLK will replace Route 237 Northeast Feeder as well as the southern portion of Route 339 Tuscany with more frequent coverage along all existing roads. As a result, Route 339 will shorten to terminate at the Springdale Shopping Center and combine with existing Route 323 Anderson to create an improved crosstown connection in Northeast Austin.

With Pickup Decker and Rapid 837 Expo Center providing similar coverage, Route 233 Decker/Daffan will be modified to operate only east of Johnny Morris Road, creating a neighborhood clockwise circulator with increased frequency. CapMetro is exploring if this resource-neutral frequency improvement increases ridership along the route as ridership has declined since the introduction of Pickup Decker. If ridership continues to decline, CapMetro may consider eliminating this route in the future, in addition to associated community engagement. Lastly, Route 5 Woodrow/East 12th will turn around via Techni Center instead of transitioning into a different route (currently interlining with Routes 237 and 339). Overall, all impacted routes will have improved connections, transfers, and maintained or increased service levels (no frequency decreases or coverage gaps).

Split of Route 20 Manor Road/Riverside as an Underlying Service for Rapid 837 Expo Center –

With Rapid 837 Expo Center achieving full 10-minute frequency, Route 20 Manor Road/Riverside will be split into two separate routes at the University of Texas. The southern portion (along Riverside Drive to the airport) will remain a high-frequency route, and the northern portion (along Manor Road to Colony Park) will become an underlying Local route for the overlapping Rapid 837 Expo Center service. This matches how Route 1 North Lamar/South Congress and 3 Burnet/Menchaca operate as an underlying Local route with the overlapping Rapid 801 North Lamar/South Congress and Rapid 803 Burnet/South Lamar, respectively. The underlying Local routes focus on lower-frequency coverage with more stops, while the Rapid routes prioritize speed and travel times with fewer stops.



Routine Transition to Summer Service Level –

Typical transition to normal summer service levels would occur on UT Shuttle routes and select school-trips on bus routes.

Minor Bus and Rail Schedule Adjustments –

To improve on-time performance, reliability and better serve customers, select routes may receive minor adjustments to their schedules and/or bus stop locations. Specific schedule adjustments are determined further in the service changes process to more accurately respond to evolving traffic conditions and construction in the region. This timing makes sure the schedule best serves customers and more closely reflects available resources. Once available, additional details on the proposed minor schedule adjustments will be available on our webpage and in the subsequent memo.

Service Equity Analysis and Community Engagement

Under CapMetro's policy, which aligns with FTA circular 4702.1B, these recommendations constitute a major service change (as it increases more than 25% of the miles or hours of Rapid 800 Pleasant Valley and 837 Expo Center and propose realignments and frequency changes to several adjacent bus routes). Accordingly, service equity analyses for the proposed changes were completed and showed **no disparate impact or disproportionate burden**; the increase in service will overall benefit customers and those who frequent the east Austin community. The full analysis and findings are detailed in *Appendix C*.

Upcoming engagement efforts for the proposed June 2026 Service Changes build upon extensive outreach and feedback gathered during the development of the voter-approved [Project Connect System Plan](#) and Board-approved [Transit Plan 2035](#). The proposed June 2026 Service Changes process includes a robust community engagement plan that involves notifying key stakeholders and communities at-large and soliciting input from potentially impacted interests. Community engagement will kick off on February 4, 2026, and input will also be solicited from CapMetro's Advisory Committees, customers, member city and school communities, operators, among others. As part of our commitment to public involvement, the community will have an additional opportunity to engage by providing a formal comment opportunity on the proposed service changes during a scheduled public hearing on Wednesday, March 11, 2026.

CapMetro will share information about its proposed June 2026 Service Changes, review community feedback, and summarize its community engagement efforts prior to bringing the proposed service change to the Board for approval on Monday, March 23, 2026. Once the proposed changes are finalized after board review, we will promote final decisions on service through communications and marketing materials. Further details of engagement efforts can be found in *Appendix B*.

Regional Coordination

CapMetro's Strategic Plan 2030 identifies Regional Significance as a critical result to guide CapMetro for the next five years and beyond. Collaborating with regional partners, member cities, and non-member municipalities alike is essential to achieving CapMetro's vision. Together, we are endeavoring to address mobility gaps and connectivity challenges as well as opportunities for collaboration in shaping a prosperous transit landscape for our region. These efforts include assessing service effectiveness and potential, comparing data sets where appropriate, and ensuring we're capitalizing on any transit propensity within our existing network and beyond.

The proposed June 2026 Service Changes would significantly enhance regional connectivity and improve day-to-day service throughout Central Texas. The opening of the Goodnight Ranch and Expo Center Park and Rides, and the proposed corresponding route adjustments, will create new transit hubs for communities throughout the region to connect with key employment, recreational and essential destinations in the transit system. Additionally, CapMetro is evaluating minor schedule adjustments for this service change to assist with potential congestion or capacity needs and respond to regional feedback and conditions. Specific schedule adjustments are determined further in the service changes process to more accurately respond to evolving traffic conditions and construction in the region. Once available, additional details on the proposed minor schedule adjustments will be available in our subsequent memo and on our webpage.

The CapMetro Government Affairs and Regional Planning team, in close coordination with Planning and Development staff, continues to facilitate engagement opportunities and ongoing communication about network performance and the service change process with all municipalities within CapMetro's service area. Travis County is a regional partner and pays for the portions of service that are outside the CapMetro service area and within their jurisdiction. The county has been actively informed and engaged throughout Transit Plan 2035 and will remain involved in the service change process, specifically related to any potentially impacted routes.

Proposed Implementation

The proposed changes are in accordance with CapMetro's Board-approved [FY2026 Operating and Capital Budget](#). CapMetro received \$65.60 million through the [FTA Small Starts Grant Program](#) for Rapid 800 Pleasant Valley and 837 Expo Center and its associated infrastructure, and is utilizing \$35.64 million in local Project Connect dollars to complete the project. FTA Small Starts projects undergo a rigorous evaluation process to assess factors such as cost-effectiveness, local support, and environmental impact before receiving federal funding assistance. This program aims to encourage the implementation of innovative and cost-effective transit solutions in communities across the United States.

If approved, the June 2026 Service Changes will start on Sunday, June 7, 2026, upon completion of the Goodnight Ranch and Expo Center Park and Rides and successful testing this spring. If there are concerns during the service and operations testing, CapMetro may adjust the implementation timeline to ensure customer reliability and safety at its discretion.

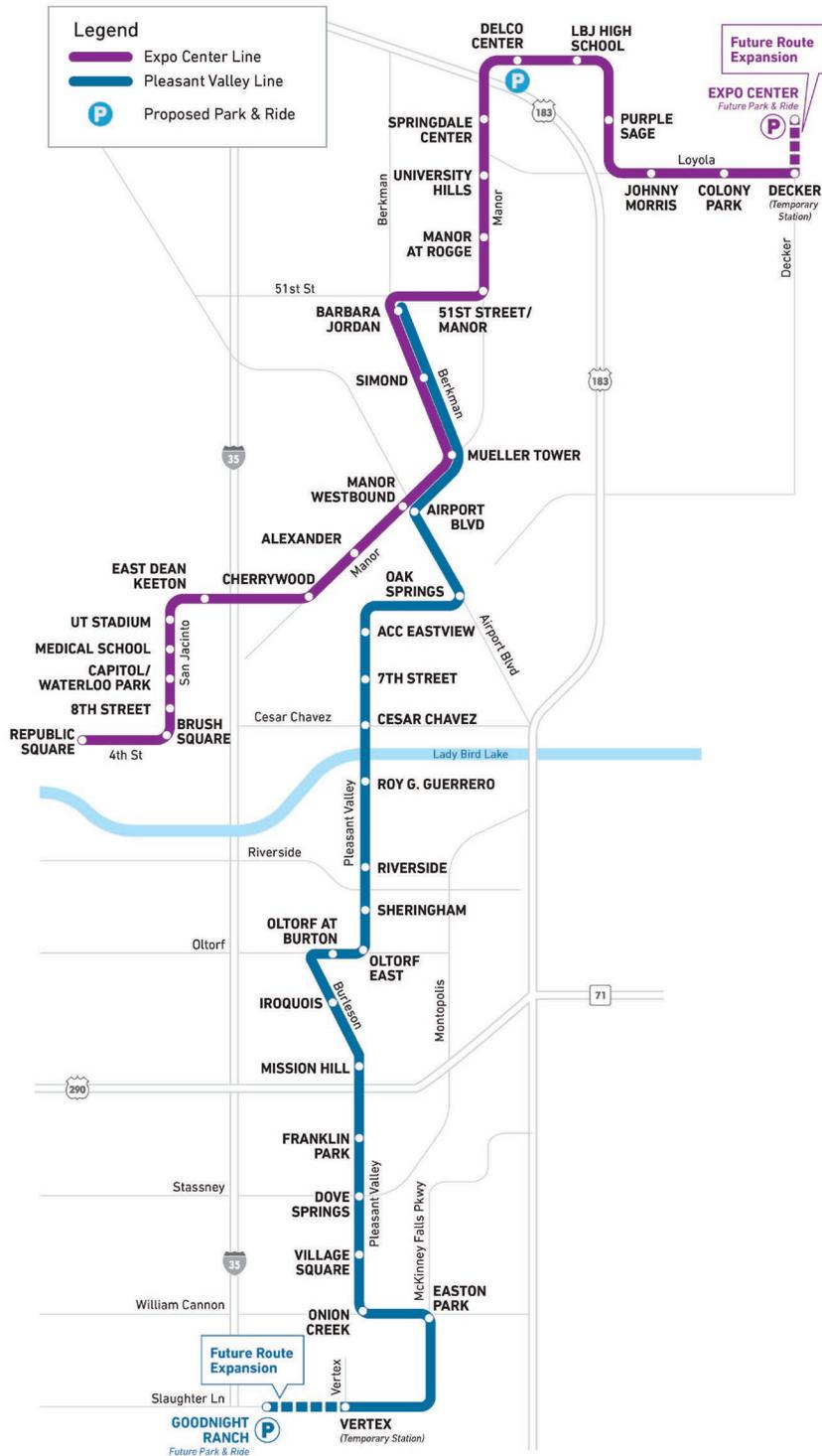
Should Board Members have any questions regarding the proposed changes, they should contact Ed.Easton@capmetro.org.

Appendix A: CapMetro Rapid 800 Pleasant Valley and 837 Expo Center

Rapid 800 Pleasant Valley provides service from Berkman/Mueller to Goodnight Ranch in southeast Austin, connecting customers to destinations such as Mueller area, ACC Eastview, Dove Springs and more. It also includes connections to the future network, with transfers to the upcoming light rail and future Green Line commuter rail.

Rapid 837 Expo Center connects customers to medical, university, residential and commercial areas, as well as to downtown at the Republic Square transit hub. At Republic Square, it connects with a variety of CapMetro routes, including our high-frequency network and existing Rapid 801 and 803. Rapid 837 also connects to the existing Red Line (Brush Square/Downtown Station) and the upcoming light rail, giving customers even more transit options to move throughout the city.

These routes provide service on a select number of stops with faster travel times, when compared to regular Bus service, and provide access to the community in an area growing with new development and redevelopment.



Appendix B: Community Engagement for the Proposed Service Changes

Upcoming engagement efforts for the proposed June 2026 Service Changes build upon extensive outreach and feedback gathered during the development of the voter-approved Project Connect System Plan and Board-approved Transit Plan 2035. Below is a summary of key upcoming engagement activities for the proposed service change, which includes tailored outreach to ensure customers are informed and able to provide feedback. All print and online materials will be available in Spanish and other languages upon request.

- **Regional Conversations with our Member Cities and Regional Partners:**
 - Collaborating with our member cities and regional partners to proactively discuss service change concepts and feedback.
- **Communication and Meetings with Stakeholders and the Community:**
 - Meetings with community groups, non-profit organizations and neighborhood homeowner associations, such as, but not limited to: AVANCE Resource Hours, Goodnight Ranch Annual Meeting, Equidad ATX LiveWell ViveBien Mobile Market, Colony Park CORE Team Meeting, UT Spring Marketplace, Community First!, among others.
 - CapMetro will email and provide presentations for stakeholders, neighborhood groups, and community-based organizations.
 - Flyers will be provided at tabling opportunities and relevant community events.
- **In-Person and Virtual Public Meetings:**
 - CapMetro will host an in-person public meeting at University Hills Public Library on March 3, 2026, from 5:00 p.m. to 7:00 p.m.
 - CapMetro will also host a virtual public meeting on February 26, 2026, from 6:00 p.m. to 7:00 p.m. on Zoom.
- **Advisory Committees:**
 - CapMetro will present at the Access Committee Meeting on March 4, 2026, and at the Customer Satisfaction Advisory Committee (CSAC) Meeting on March 11, 2026.
 - Email updates will be provided to the Public Safety Advisory Committee (PSAC), the Strategic Engagement Group, and the Project Connect Community Advisory Committee.
- **Operator Communications:**
 - All operators with Keolis will receive notice through posters in breakrooms, direct email, and TimePoint TV.
 - CapMetro will also discuss the proposed changes with operators during at-stop outreach.
- **Service Change Webpage with Comment Box:**
 - The CapMetro [webpage](#) will provide details of the proposed service changes and include an opportunity to provide comments (via Public Input open comment box) and sign-up to speak at the scheduled public hearing. Additionally, a virtual presentation will be posted on the webpage.
- **Public Hearing Notice and Public Hearing:**
 - Legal Notices are posted from February 11, 2026, to February 19, 2026, promoting the Public Hearing on March 11, 2026.
- **At-Stop Outreach with Flyers:**
 - CapMetro will conduct at-stop outreach for proposed route changes.
- **At-Stop Signage:**
 - Signage will be posted at key locations along the corridor.

- **Blockwalking:**
 - Discussing the proposed June 2026 Service Changes with residents.
- **Message Centers:**
 - Signage will be placed onboard directly behind operator's seats.
- **Brochures:**
 - Brochures will be available onboard at the front of the bus.
- **CapMetro Alerts Text Messages:**
 - Email and text will go out to associated subscribers.
- **Email to CapMetro's Contact List and Listserv**
 - Email updates provided to 10,000+ customers, stakeholders, and interested members via our contact list and listserv.
- **Social Media Posts:**
 - General and targeted social media posts to inform the community, riders and non-riders, about the future potential changes.

Appendix C: Title VI Service Equity Analyses for the Proposed June 2026 Service Changes

Project Overview

CapMetro is excited to increase frequency on Rapid 800 Pleasant Valley and Rapid 837 Expo Center, both routes that have been designated by the Federal Transit Administration (FTA) as Small Starts projects. The frequency increase will occur in tandem with the opening of two new Park and Rides that provide critical charging infrastructure for electric buses. Goodnight Ranch Park and Ride will serve as the new termination point for Rapid 800 Pleasant Valley, and Expo Center Park and Ride will serve as the new terminus for Rapid 837 Expo Center.

As we increase service on these lines, adjacent routes will be adjusted to terminate at the newly-constructed Park and Rides. Additionally, the existing Route 20 service will split into two routes around Guadalupe Street and Dean Keeton, resulting in Route 20 and the new Route 320. The service underlying Rapid 837, Route 320, will be adjusted from frequent, 15-minute service to local, 30-minute service. This matches the way Rapid 801 and 803 operate, with local Routes 1 and 3 providing 30-minute service underneath the 10-minute Rapid service.

Guidance for Title VI Compliance

In accordance with the requirements of Title VI of the Civil Rights Act of 1964, and FTA Title VI Circular 4702.1B (2012), CapMetro, as a recipient of federal funds, must ensure that services provided are conducted in a manner that does not discriminate on the basis of race, color, or national origin. To this end, FTA Title VI Circular 4702.1B requires CapMetro to evaluate proposed service and fare changes to determine whether the planned change will have a disparate impact on the basis of race, color, or national origin, or whether low-income populations will bear a disproportionate burden of the changes.

Title VI Service Equity Analysis Methodology

CapMetro's Title VI goal is for minority and low-income populations to receive at least their share of the benefits in the case of a net service increase, and no more than their share of the adverse effects, in the case of net service reductions. For Service Equity Analyses, a Disparate Impact threshold of 2% will be used to determine if minority riders are more adversely affected or less positively affected by the proposed change.

Service changes are determined to have a Disparate Impact on minority populations if the adverse impacts experienced by minority riders is greater than 2% when compared to the adverse impacts experienced by non-minority populations. Additionally, if benefits associated with service or fare changes accrue to non-minority populations greater than 2% when compared to minority populations, then this change will be determined to have a Disparate Impact.

For example, assume CapMetro's overall ridership is 68 percent minority and that CapMetro proposed a major service increase. Minority populations would be expected to consume 68 percent of the new service, measured in revenue miles. Deviations from this goal exceeding the disparate impact threshold of 2% (see below) would be considered statistically significant. Therefore, if minority populations received less than 66% of the benefits, this would constitute a potential disparate impact. If a disparate impact or disproportionate burden were to occur, planners would work with the community to identify what actions would best mitigate negative impacts.

Analysis

Baseline Data

Onboard survey data is CapMetro’s preferred data source to identify the demographics associated with each route affected by a service change. When onboard survey data is not available, staff compare the population served by the proposed routes with the population in the service area using Census data. Rapid 800 Pleasant Valley and 837 Expo Center were introduced in February 2025, and thus do not have onboard survey data, so Census data was used for all affected routes to ensure consistent data sources for all routes.

Based on Census data, the population in CapMetro’s service area is 52.41% minority² and 13.97% people with low incomes³, as shown in the table below.

Table 1: Baseline Data, CapMetro Service Area

Protected Class	Service Area	Source
Minority	52.41%	2020 Decennial Census Blocks
Low-Income	13.97%	American Community Survey 5-year; 2023-2019.

² Persons who self-identify as being non-white under the United States Census Bureau guidelines. This includes American Indian and Alaskan Native, Asian, Black or African American, Hispanic, Latino or LatinX, and Native Hawaiian or Other Pacific Islander.

³ For purposes of CapMetro’s Title VI policy, low-income population is defined as any readily identifiable group of households who are at or below 125% of the United States Department of Health and Human Services Poverty Guidelines.

Figure 1: CapMetro Service Area

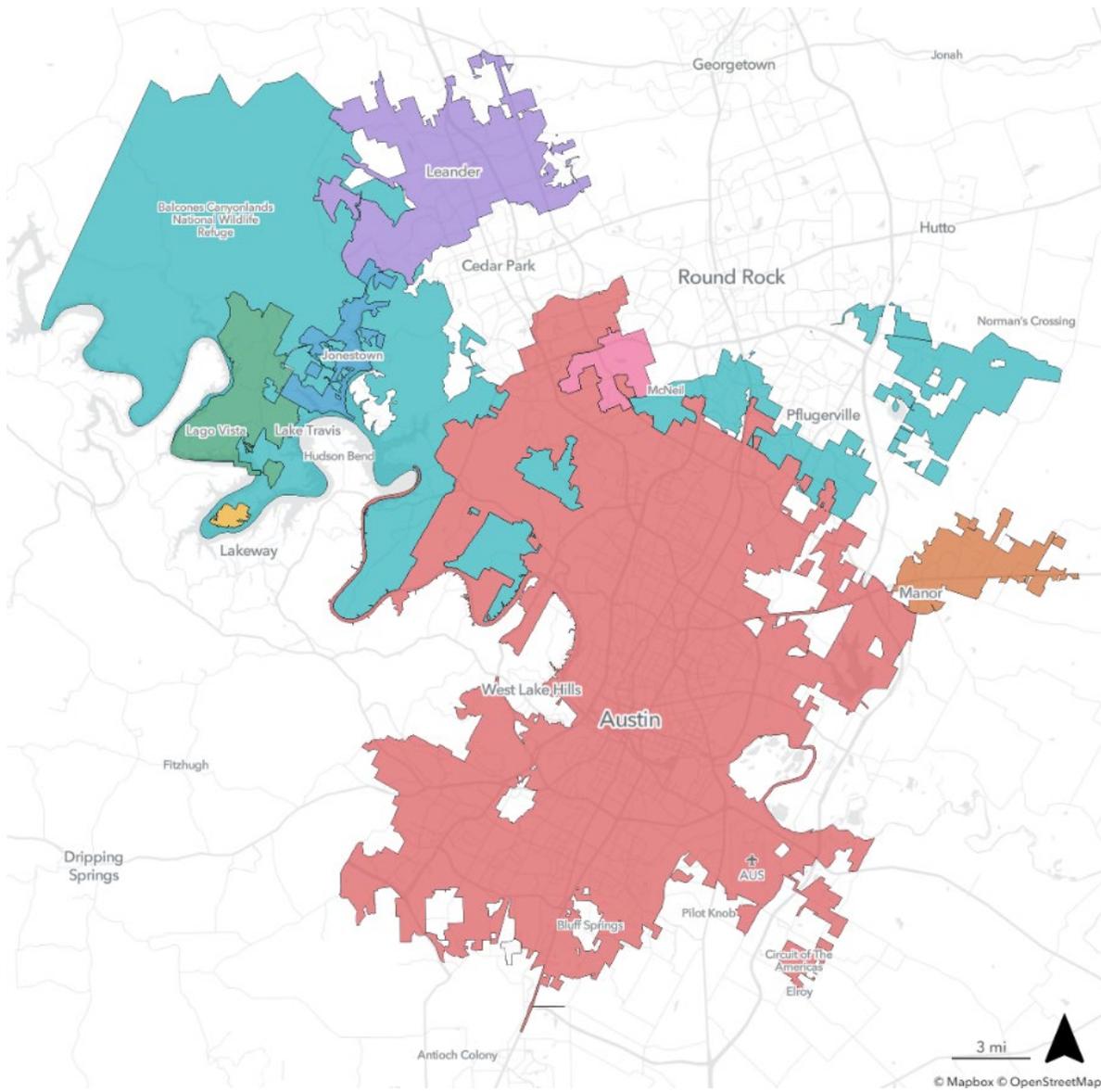


Figure 2: People within 125% of Poverty Level in Service Area and CapMetro Routes

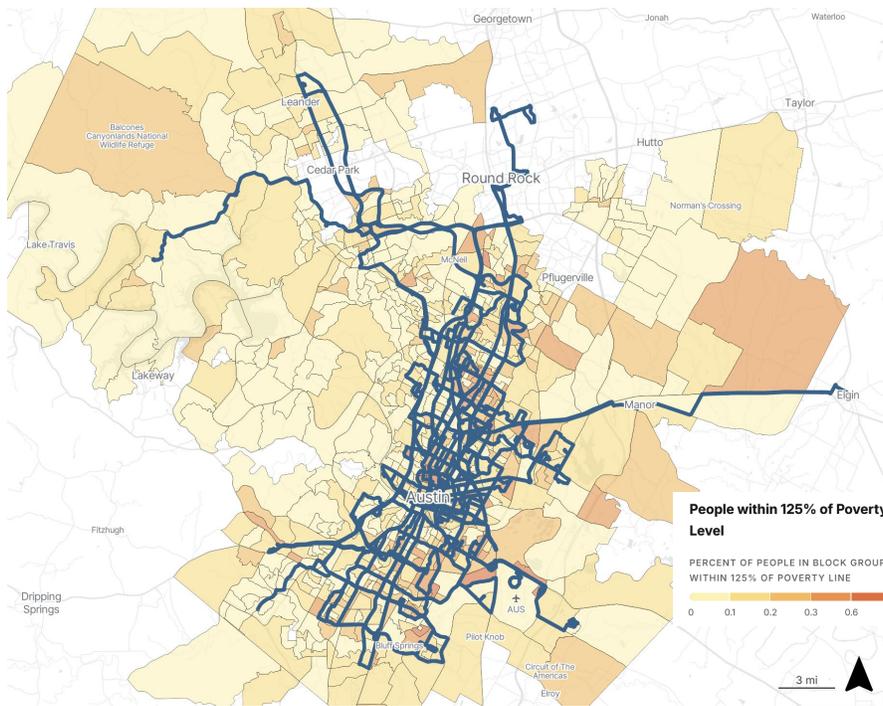
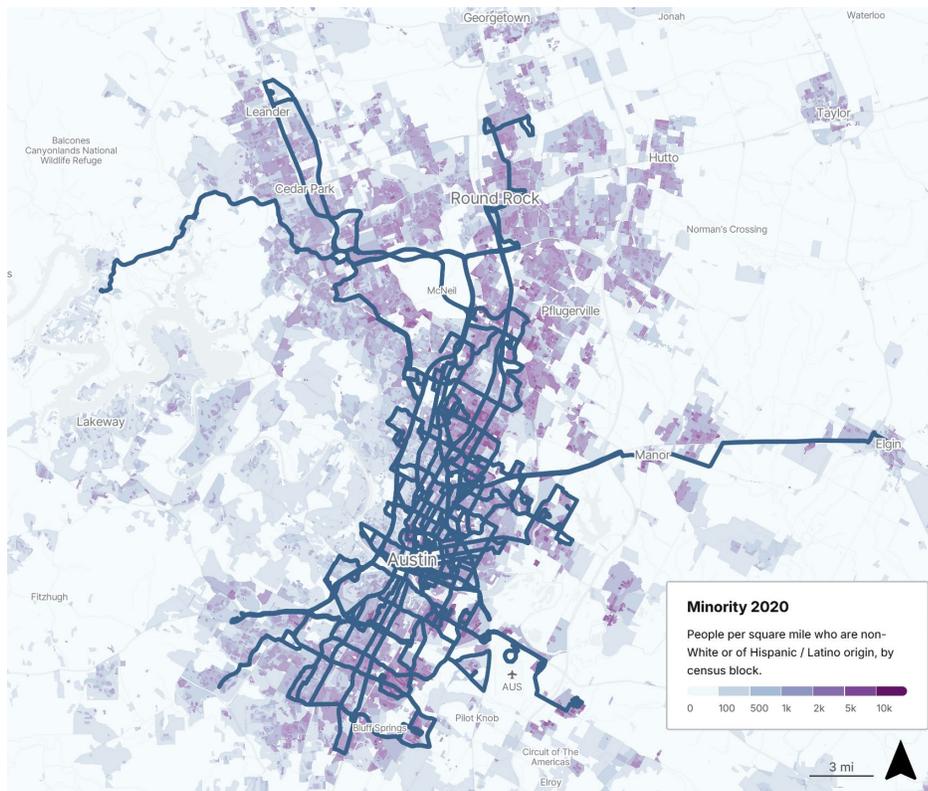


Figure 3: Minority Population in Central Texas and CapMetro Routes



Analyses Packages

The proposed changes for June 2026 Service Change include many different routes. To analyze the impact to communities at a more detailed level, the proposed changes were grouped into two different areas based on the affected geographies: Rapid Line 800 and Southeast Changes and Rapid Line 837 and Northeast Changes. Each package was accompanied with its own Title VI analysis. The table below shows the routes analyzed in each package.

Table 2: List of Analysis Packages

Package	Package 1: Rapid Line 800 and Southeast Changes	Package 2: Rapid Line 837 and Northeast Changes
Associated Routes	Rapid 800 Pleasant Valley	Rapid 837 Expo Center
	Route 333 William Cannon	Route 5 Woodrow/East 12th
	Route 318 Westgate/Slaughter	Route 18 MLK
		Route 20 Manor Rd/Riverside
		Route 233 Decker/Daffan
		Route 237 Northeast Feeder
		Route 320 Manor Rd
		Route 323 Anderson
		Route 337 Koenig/Colony Park
		Route 339 Tuscany

Analysis Results

The **percent of minority and low-income populations** served by the proposed changes were compared to the **service area average** to determine whether there is a disparate impact or disproportionate burden, measured in revenue miles.

Package 1: Rapid 800 Pleasant Valley and Southeast Changes

Rapid 800 Pleasant Valley is proposed to receive an increase in frequency, from 20-minute service to 10-minute service, which will coincide with the debut of its new terminus at the Goodnight Ranch Park and Ride. Adjacent Routes 333 William Cannon and 318 Westgate Slaughter are proposed to also terminate at the new Park and Ride, providing better connections to the Rapid service and removing a turnaround on Thaxton Rd.

Minority Results

Based on the population located within a quarter mile of the proposed transit stops and the proposed revenue miles on each route, an increase in service will be received by a population that is 60.6% minority (8.1 percentage points higher than the service area average), as shown in the table below.

Table 3: Package 1 Minority Results

Changes	Route	Minority Percentage	Revenue Miles Difference	Minority Revenue Miles
Rapid 800 Frequency Increase, Alignment with Park and Ride	Rapid 800 Pleasant Valley (Existing)	65.8%	(618,057)	(406,962)
	Rapid 800 Pleasant Valley (Proposed)	65.7%	898,388	590,642
Route 318 Termination Change	Route 318 Westgate/Slaughter (Existing)	55.6%	(334,856)	(186,252)
	Route 318 Westgate/Slaughter (Proposed)	52.6%	288,866	151,823
Route 333 Termination Change	Route 333 William Cannon (Existing)	59.6%	(484,967)	(288,800)
	Route 333 William Cannon (Proposed)	58.1%	507,209	294,914
All Changes		60.6%	256,583	155,365
CapMetro Service Area		52.4%		

Conclusion: No disparate impact to minority populations from the proposed changes.

Low-Income Results

Based on the population located within a quarter mile of the proposed transit stops and the proposed revenue miles on each route, an increase in service will be received by a population that is 19.8% people with low incomes (5.8 percentage points higher than the service area average), as shown in the table below.

Table 4: Package 1 Low Income Results

Changes	Route	Low-Income (Census)	Revenue Miles Difference	Low-Income RM
Rapid 800 Frequency Increase, Alignment with Park and Ride	Rapid 800 Pleasant Valley (Existing)	18.6%	(618,057)	(114,671)
	Rapid 800 Pleasant Valley (Proposed)	18.6%	898,388	166,688
Route 318 Termination Change	Route 318 Westgate/Slaughter (Existing)	11.1%	(334,856)	(37,014)
	Route 318 Westgate/Slaughter (Proposed)	11.4%	288,866	32,834
Route 333 Termination Change	Route 333 William Cannon (Existing)	9.8%	(484,967)	(47,663)
	Route 333 William Cannon (Proposed)	10.0%	507,209	50,566
All Changes		19.8%	256,583	50,740
CapMetro Service Area		14.0%		

Conclusion: No disproportionate burden to low-income populations from the proposed changes.

Package 2: Rapid 837 Expo Center and Northeast Changes

Rapid 837 Expo Center is also proposed to receive an increase in frequency, from 20-minute service to 10-minute service, as well as a new termination point at the Expo Center Park and Ride. Multiple adjacent routes in the Northeast area are proposed to change in alignment or frequency (or both) to adjust to the new level of Rapid service and the new Park and Ride. Overall, all impacted routes will have improved connections, transfers, and maintained or increased service levels (no frequency decreases or coverage gaps). The proposed changes in this package include the following:

- Rapid 837 Expo Center, Frequent Route 337 Koenig/Colony Park, Local Route 18 MLK, and Local Route 233 Decker/Daffan will extend into and terminate at the Park and Ride.
- The extension of Route 18 MLK will replace Route 237 Northeast Feeder as well as the southern portion of Route 339 Tuscany with more frequent coverage along all existing roads. As a result, Route 339 will shorten to terminate at the Springdale Shopping Center and combine with existing Route 323 Anderson to create an improved crosstown connection in Northeast Austin.
- With Rapid 837 Expo Center achieving their full 10-minute frequencies, Route 20 Manor Road/Riverside will be split into two separate routes at the University of Texas. The southern portion (along Riverside Drive to the airport) will remain a high-frequency route, and the northern portion (along Manor Road to Colony Park) will become an underlying Local route for the overlapping Rapid 837 Expo Center service. This matches how Route 1 North Lamar/South Congress and 3 Burnet/Menchaca operate as an underlying Local route with the overlapping Rapid 801 North Lamar/South Congress and Rapid 803 Burnet/South Lamar. The underlying Local routes focus on lower-frequency coverage with more stops, while the Rapid routes prioritize speed and travel times with less stops.
- With Pickup Decker and Rapid 837 Expo Center providing similar coverage, Route 233 Decker/Daffan will be modified to operate only east of Johnny Morris Road, creating a neighborhood clockwise circulator with increased frequency. CapMetro is exploring if this resource-neutral frequency improvement increases ridership along the route as ridership has declined since the introduction of Pickup Decker. If ridership continues to decline, CapMetro may eliminate the route in the future.
- Route 5 Woodrow/East 12th will turn around via Techni Center instead of transitioning into a different route (interlining with Routes 237 and 339).

Minority Results

Based on the population located within a quarter mile of the proposed transit stops and the proposed revenue miles on each route, an increase in service will be received by a population that is 50.7% minority (1.7 percentage points lower than the service area average but within CapMetro's 2 percentage point threshold).

Table 5: Package 2 Minority Results

Change	Route	Minority Percentage	Revenue Miles Difference	Minority Revenue Miles
Rapid 837 Frequency Increase, Alignment to Park and Ride	Rapid 837 Expo Center (Existing)	54.9%	(493,289)	(270,771)
	Rapid 837 Expo Center (Proposed)	54.9%	986,578	541,543
Route 5 Turnaround Change	Route 5 (Existing)	38.0%	(371,457)	(141,154)
	Route 5 (Proposed)	38.0%	381,790	145,080
Route 18 Extension	Route 18 (Existing)	49.4%	(213,781)	(105,525)
	Route 18 (Proposed)	56.8%	368,440	209,117
Route 233 Alignment and Frequency Change	Route 233 (Existing)	90.4%	(67,768)	(61,265)
	Route 233 (Proposed)	94.7%	58,561	55,475
Route 237 Elimination (Covered by New Route 18)	Route 237 (Existing)	88.6%	(61,186)	(54,240)
Route 337 Extension	Route 337 (Existing)	60.1%	(516,685)	(310,300)
	Route 337 (Proposed)	60.1%	526,239	316,027
Route 323 + 339 Combination (New 339)	Route 323 (Existing)	64.5%	(110,413)	(71,188)
	Route 339 (Existing)	82.0%	(109,734)	(89,967)
	Route 339 (Proposed)	66.7%	238,372	158,899
Route 20 Split	Route 20 (Existing)	53.8%	(917,103)	(493,771)
	Route 20 (Proposed)	52.6%	564,938	297,206
Route 320 (New)	Route 320 (Proposed)	55.1%	192,791	106,251
All Changes		50.7%	456,293	231,418
CapMetro Service Area		52.4%		

Conclusion: No disparate impact to minority populations from the proposed changes.

Low-Income Results

Based on the population located within a quarter mile of the proposed transit stops and the proposed revenue miles on each route, an increase in service will be received by a population that is 16% people with low incomes (2 percentage points higher than the service area average).

Table 6: Package 2 Low Income Results

Change	Route	Low-Income Percentage	Revenue Miles Difference	Low-Income Revenue Miles
Rapid 837 Frequency Increase, Alignment to Park and Ride	Rapid 837 Expo Center (Existing)	13.4%	(493,289)	(66,088)
	Rapid 837 Expo Center (Proposed)	13.4%	986,578	132,177
Route 5 Turnaround Change	Route 5 (Existing)	17.0%	(371,457)	(63,148)
	Route 5 (Proposed)	17.0%	381,790	64,904
Route 18 Extension	Route 18 (Existing)	12.9%	(213,781)	(27,641)
	Route 18 (Proposed)	12.5%	368,440	46,103
Route 233 Alignment and Frequency Change	Route 233 (Existing)	10.2%	(67,768)	(6,931)
	Route 233 (Proposed)	8.7%	58,561	5,121
Route 237 Elimination (Covered by New Route 18)	Route 237 (Existing)	12.6%	(61,186)	(7,729)
Route 337 Extension	Route 337 (Existing)	14.4%	(516,685)	(74,470)
	Route 337 (Proposed)	14.4%	526,239	75,838
Route 323 + 339 Combination (New 339)	Route 323 (Existing)	20.9%	(110,413)	(23,030)
	Route 339 (Existing)	17.3%	(109,734)	(19,037)
	Route 339 (Proposed)	19.4%	238,372	46,208
Route 20 Split	Route 20 (Existing)	22.6%	(917,103)	(207,116)
	Route 20 (Proposed)	26.9%	564,938	151,961
Route 320 (New)	Route 320 (Proposed)	23.8%	192,791	45,874
All Changes		16.0%	456,293	72,995
CapMetro Service Area		14.0%		

Conclusion: No disproportionate burden to low-income populations from the proposed changes.



Capital Metropolitan Transportation Authority

2910 East 5th Street
Austin, TX 78702

Board of Directors

Item #: AI-2026-1794

Agenda Date: 3/23/2026

Memo: Updates on the Proposed June 2026 Service Changes (March 16, 2026)

To: CapMetro Board of Directors
From: Sharmila Mukherjee, EVP, Chief Strategic Planning and Development Officer
Date: March 16, 2026
Re: Updates on the Proposed June 2026 Service Changes

CapMetro staff provided a [memo](#) to the Board outlining our proposed June 2026 Service Changes and corresponding community engagement work. This memo provides an update on those activities and includes the minor schedule adjustments currently under evaluation.

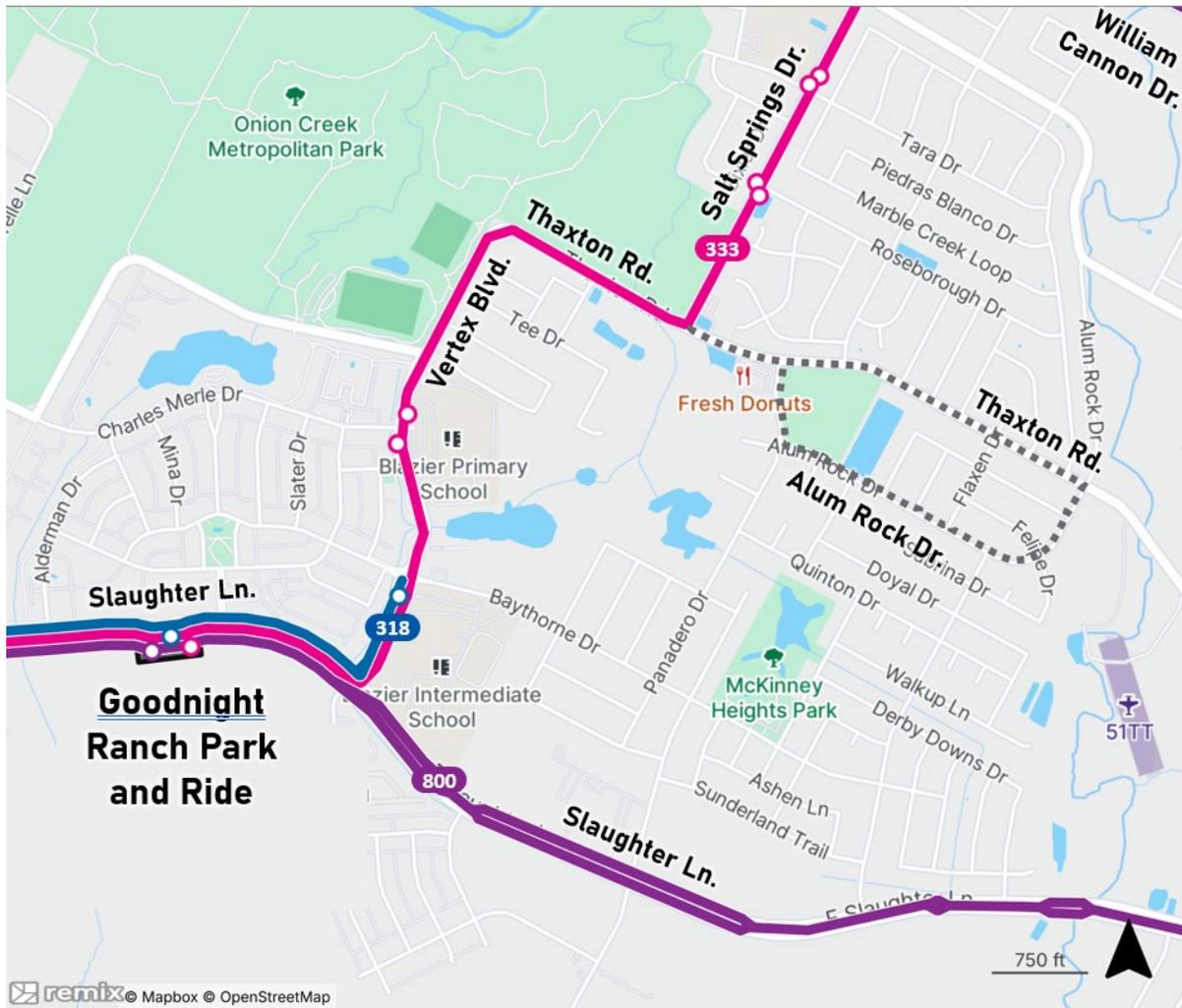
CapMetro's June 2026 Service Changes Public Involvement Plan builds upon extensive outreach and feedback gathered during the development of the voter-approved Project Connect System Plan and Board-approved [Transit Plan 2035](#). During engagement for Transit Plan 2035, community members reviewed and commented on the [Draft Network](#), which included many of the proposed service adjustments. Based on additional feedback, the proposals were refined, and the current engagement effort aims to keep customers informed and gather input to guide the decision-making process.

Community engagement kicked off on Wednesday, February 4, 2026, and a public hearing for the proposed service change was held on Wednesday, March 11, 2026. Throughout the outreach period, staff met with customers, operators, and residents about the proposed changes through at-stop and on-board outreach, public meetings, and other channels detailed in the appendices of this memo. The public was also invited to provide comments on our [webpage](#) and participate in virtual and in-person public meetings.

Overall, community sentiment has been positive, with many participants expressing excitement about improvements in service frequency and connectivity. Throughout, community members emphasized the importance of maintaining and providing frequent, reliable, and accessible service. While some community members supported the proposed split of Route 20 Manor Road/Riverside to improve reliability and support other services, others raised concerns about potential transfers. Although transfers among these services are expected to be low, CapMetro is ensuring that these potential transfers are scheduled carefully for a smooth experience. Overall, the proposed split of Route 20 was designed to improve reliability and support Rapid 837 Expo Center service, and potential transfers were thoughtfully considered and evaluated throughout each step.

Since fixed-route service will no longer operate along portions of Thaxton Road, Alum Rock Drive, and Panadero Drive in Southeast Austin (as shown in *Figure 1*), CapMetro staff are also focused on connecting with customers and residents in this area. CapMetro staff spoke directly with about 100 residents through a neighborhood meeting and at-stop outreach. Many of the residents expressed interest in the upcoming Goodnight Ranch Park and Ride and the improved transfer opportunities and facilities that it will provide. Of about 100 residents that were engaged, about 3-5 residents in the area expressed that the further distance to the bus stop would be an inconvenience.

Figure 1: Realign Routes to Goodnight Ranch Park and Ride



From the outreach materials, some Route 318 Westgate/Slaughter customers interpreted that their closest stop would be the Goodnight Ranch Park and Ride. However, CapMetro will be adding a new stop on Vertex at Baythorne, where Route 318 Westgate/Slaughter will turnaround; this stop is approximately the same distance for many neighborhood residents as the existing stops along Thaxton Road, Alum Rock Drive, and Panadero Drive. CapMetro staff believe promoting and clarifying this stop option will address the feedback we received. For residents closer to the north side of the neighborhood, stops along Salt Springs Drive will also remain available and are about a five-minute walk. CapMetro staff are adding signage and materials to better highlight the upcoming stop options as described. CapMetro staff did not receive comments from customers of Route 318 Westgate/Slaughter nor Route 333 William Cannon that indicated that the change would prevent them from continuing to use the service.

Lastly, other feedback focused on improving connectivity to the airport, particularly by increasing early-morning or late-night bus trips. CapMetro staff are proposing to add earlier weekend trips on the new Route 20 Riverside based on our review of ridership patterns, flight times, and available resources.

Combined with the Route 483 Night Owl Riverside, these routes would provide nearly 24-hour airport service starting this June.¹

Public input is considered and reviewed throughout the engagement process leading up to the final recommendations. Following board approval, finalized changes will be communicated through promotional materials to promote the final decisions on service adjustments. The CapMetro Board of Directors will consider approval of the proposal on Monday, March 23, 2026. If approved, these changes would start on Sunday, June 7, 2026, upon completion of the Goodnight Ranch and Expo Center Park and Rides and successful testing this spring.

Should Board Members have any questions regarding the proposed changes, they should contact Ed.Easton@capmetro.org.

¹ Route 483 Night Owl Riverside operates year-round from midnight until 3:30 a.m., Monday through Saturday nights, connecting Downtown, East Riverside, and the Austin-Bergstrom International Airport (AUS). The new Route 20 Riverside will operate year-round from 4:00 a.m. until about midnight on weekdays, and from 5:15 a.m. until about midnight on Saturdays and Sundays.

Appendix A: Community Engagement for the Proposed Service Changes

Recent engagement efforts for the proposed June 2026 Service Changes build upon extensive outreach and feedback gathered during the development of the voter-approved Project Connect System Plan and Board-approved Transit Plan 2035. Below is a summary of key recent engagement activities for the proposed service change, which includes tailored outreach to ensure customers are informed and able to provide feedback. All print and online materials are available in Spanish and other languages upon request.

- **Regional Conversations with our Member Cities and Regional Partners:**
 - Collaborating with our member cities and regional partners to proactively discuss service change concepts and feedback.
- **Communication and Meetings with Stakeholders and the Community:**
 - Meetings with community groups, non-profit organizations and neighborhood homeowner associations, such as, but not limited to: Goodnight Ranch Annual Meeting, University Hills Neighborhood Association Meeting, Equidad ATX LiveWell ViveBien Mobile Market, Colony Park CORE Team Meeting, UT Spring Marketplace, Community First!, ADAPT, among others.
 - CapMetro has emailed and provided presentations for stakeholders, neighborhood groups, and community-based organizations.
 - Flyers have been provided at tabling opportunities and relevant community events.
- **In-Person and Virtual Public Meetings:**
 - CapMetro hosted an in-person public meeting at University Hills Public Library on March 3, 2026, from 5:00 p.m. to 7:00 p.m and had 3 attendees join to provide feedback.
 - CapMetro hosted a virtual public meeting on February 26, 2026, from 6:00 p.m. to 7:00 p.m. on Zoom and had 7 attendees join to provide feedback.
- **Advisory Committees:**
 - CapMetro presented at the Access Committee Meeting on March 4, 2026, at the Customer Satisfaction Advisory Committee (CSAC) Meeting on March 11, 2026, and at the Project Connect Community Advisory Committee on March 12, 2026.
 - Email updates were provided to the Public Safety Advisory Committee (PSAC), the Strategic Engagement Group.
- **Operator Communications:**
 - All operators with Keolis received notice through posters in breakrooms, direct email, and TimePoint TV.
 - CapMetro has also discussed the proposed changes with operators during at-stop outreach.
- **Service Change Webpage with Comment Box:**
 - The CapMetro [webpage](#) provides details of the proposed service changes and includes an opportunity to provide comments (via Public Input open comment box) and sign-up to speak at the scheduled public hearing. Additionally, a virtual presentation was posted on the webpage.
- **Public Hearing Notice and Public Hearing:**

- Legal Notices were posted from February 11, 2026, to February 19, 2026, promoting the Public Hearing on March 11, 2026.
- **At-Stop Outreach with Flyers:**
 - CapMetro conducted at-stop outreach for proposed route changes and engaged with over 525 customers from February 12, 2026, to February 17, 2026.
- **At-Stop Signage:**
 - Signage was posted at key locations along the corridor.
- **Blockwalking:**
 - Discussed the proposed June 2026 Service Changes with over 100 residents on February 13, 2026.
- **Message Centers:**
 - Signage was placed onboard directly behind operator's seats.
- **Brochures:**
 - Brochures are available onboard at the front of the bus.
- **CapMetro Alerts Text Messages:**
 - Email and text went out to associated subscribers on February 4, 2026 and February 23, 2026.
- **Email to CapMetro's Contact List and Listserv**
 - Email updates provided to 11,500+ customers, stakeholders, and interested members via our contact list and listserv.
- **Social Media Posts:**
 - General and targeted social media posts to inform the community, riders and non-riders, about the future potential changes.

Appendix B: Email Sent to Customers on June 2026 Service Changes

Subject: Proposed June 2026 Service Changes

Dear Community Members,

CapMetro makes planned changes to our service three times a year to improve your riding experience and respond to shifts in how our customers use the service.

The proposed updates focus on increasing frequency, improving connections, and opening two new Park & Ride hubs to better serve communities across Central Texas. This would be the first major service change delivered under our Board approved Transit Plan 2035.

If approved by the CapMetro Board, the proposed changes would take effect Sunday, June 7, 2026, contingent upon completion of the Goodnight Ranch and Expo Center Park and Rides and successful testing this spring.

Information about the changes is below, while detailed information can be found [here](#).

- **Full Frequency of Rapid 800 & Rapid 837** – Increase Rapid 800 Pleasant Valley and Rapid 837 Expo Center to 10-minute peak service, aligned with the opening of Goodnight Ranch Park & Ride and Expo Center Park & Ride.
- **New Goodnight Ranch Park & Ride**
 - Rapid 800, Routes 318 and 333 would terminate here
 - Some service removed from Thaxton Rd; nearby service remains available
 - Changes improve transfers and reliability in Southeast Austin
- **New Expo Center Park & Ride**
 - Proposed hub for Northeast Austin
 - Served by Rapid 837 and Routes 337, 18, 233 and Pickup
- **Northeast Austin Route Updates** – Proposed changes to improve connections and reduce overlap include extending Route 18 and discontinuing Route 237, creating altered crosstown Route 339 Anderson/Springdale, increasing frequency on Route 233, extending Route 337 to Expo Center Park & Ride and minor routing change to Route 5.
- **Route 20 Manor/Riverside Split** – Route 20 will run south of UT & provide high-frequency service to the airport. The new local Route 320 will run north of UT, every 30 minutes.
- **Summer & Minor Schedule Changes** – Typical summer service reductions and minor schedule adjustments are also proposed.

Share your Feedback:

Public Meeting: We want to discuss feedback on the proposed June 2026 service changes with the community. Join us for a public meeting on March 3 at University Hills Public Library from 5 - 7 p.m. If you're not able to make it in-person, join us for a virtual public meeting on February 26 at 6 p.m. [REGISTER HERE](#).

Public Hearing: Attend a public hearing on March 11 at CapMetro Headquarters (2910 E 5th St.), which is served by Routes 2, 4, 300, 800 and Pickup. Speakers may sign up by emailing boardofdirectors@capmetro.org, or by calling (512) 369-6040 and leaving a message with your name and telephone number. The deadline to sign up to speak remotely is 8 a.m. on March 11, 2026. Instructions on how to participate virtually will be provided via email or phone just after 8 a.m. on the day of the hearing. For in-person participation, please arrive at least 15 minutes before the hearing to sign up to speak.

Feedback Box: Share your questions and/or feedback in our comment box [here](#). *Reasonable modifications and equal access to communications are provided upon request at least two days in advance. Call Martin Kareithi at (512) 389-7583 or email engage@capmetro.org for more info or to request info in another format.*

For additional questions contact engage@capmetro.org.

Thank you!
CapMetro Team

Estimados miembros de la comunidad:

CapMetro realiza cambios planificados en nuestro servicio tres veces al año para mejorar su experiencia de viaje y responder a los cambios en la manera en que nuestros clientes utilizan el servicio.

Las actualizaciones propuestas se centran en aumentar la frecuencia, mejorar las conexiones y abrir dos nuevos centros de Park & Ride para servir mejor a las comunidades de todo el centro de Texas. Este sería el primer cambio importante de servicio implementado bajo nuestro Transit Plan 2035 aprobado por la Junta Directiva.

Si la Junta Directiva de CapMetro los aprueba, los cambios propuestos entrarían en vigor el domingo 7 de junio de 2026, sujetos a la finalización de los Park & Ride de Goodnight Ranch y Expo Center y a la realización exitosa de las pruebas esta primavera.

A continuación se presenta información general sobre los cambios, mientras que la información detallada se puede encontrar [aquí](#).

-
- **Frecuencia completa de Rapid 800 y Rapid 837** – Aumento del servicio de Rapid 800 Pleasant Valley y Rapid 837 Expo Center a intervalos de 10 minutos, alineado con la apertura de los Park & Ride de Goodnight Ranch y Expo Center.
 - **Nuevo Park & Ride de Goodnight Ranch**
 - Rapid 800 y las rutas 318 y 333 terminarían aquí
 - Se eliminará parte del servicio en Thaxton Rd; el servicio cercano seguirá disponible
 - Los cambios mejoran las transferencias y la confiabilidad en el sureste de Austin
 - **Nuevo Park & Ride del Expo Center**

- o Centro propuesto para el noreste de Austin
- o Atendido por Rapid 837 y las rutas 337, 18, 233 y Pickup
- **Actualizaciones de rutas en el noreste de Austin** – Los cambios propuestos para mejorar las conexiones y reducir la duplicación incluyen la extensión de la Ruta 18 y la eliminación de la Ruta 237, la creación de la Ruta transversal modificada 339 Anderson/Springdale, el aumento de la frecuencia en la Ruta 233, la extensión de la Ruta 337 hasta el Park & Ride del Expo Center y un ajuste menor en el recorrido de la Ruta 5.
- **División de la Ruta 20 Manor/Riverside** – La Ruta 20 operará al sur de UT y ofrecerá servicio de alta frecuencia al aeropuerto. La nueva Ruta local 320 operará al norte de UT, cada 30 minutos.
- **Cambios de verano y ajustes menores de horario** – También se proponen reducciones típicas del servicio de verano y ajustes menores en los horarios.

Comparta sus comentarios:

Reunión pública: Queremos conversar con la comunidad sobre los cambios de servicio propuestos para junio de 2026. Acompáñenos a una reunión pública el 3 de marzo en University Hills Public Library de 5 a 7 p.m. Si no puede asistir en persona, únase a nuestra reunión pública virtual el 26 de febrero a las 6 p.m. [REGÍSTRESE AQUÍ](#).

Audiencia pública: Asista a una audiencia pública el 11 de marzo en la sede de CapMetro (2910 E 5th St.), atendida por las rutas 2, 4, 300, 800 y Pickup. Las personas que deseen hablar pueden inscribirse enviando un correo electrónico a boardofdirectors@capmetro.org o llamando al (512) 369-6040 y dejando un mensaje con su nombre y número de teléfono. La fecha límite para inscribirse para hablar de forma remota es a las 8 a.m. del 11 de marzo de 2026. Las instrucciones para participar virtualmente se proporcionarán por correo electrónico o teléfono poco después de las 8 a.m. el día de la audiencia. Para la participación en persona, por favor llegue al menos 15 minutos antes de la audiencia para inscribirse.

Buzón de comentarios: Comparta sus preguntas y/o comentarios en nuestro buzón de comentarios [aquí](#).

Se ofrecen modificaciones razonables y acceso igualitario a las comunicaciones, incluyendo ayudas y servicios auxiliares, previa solicitud con al menos dos días de anticipación. Llame a Martin Kareithi al (512) 389-7583 o envíe un correo electrónico a engage@capmetro.org para obtener más información o para solicitar información en otro formato.

Para preguntas adicionales, contacte a engage@capmetro.org.

¡Gracias!

Equipo de CapMetro

Appendix C: Brochure for the Proposed June 2026 Service Changes

PROPOSED NORTHEAST AUSTIN ROUTE CHANGES

To improve connections and reduce overlapping service, CapMetro is proposing:

- **Route 18 MLK extension**, replacing Route 237 Northeast Feeder and part of Route 237 Tuscany, with more frequent and continuous coverage.
- **Route 237 Northeast Feeder** would be discontinued, with service replaced by the extended Route 18.
- **Route 239 Tuscany** would shorten and combine with Route 222 Anderson to form an altered cross-town route: Route 239 Anderson/Springdale.
- **Route 233 Decker/Daffan** shortened to operate east of Johnny Morris Rd and become a neighborhood circulator with increased frequency.
- **Rapid 837 Expo Center and Routes 18 MLK, 233 Decker/Daffan and 337 Koenig/Colony Park** extended to the Expo Center Park & Ride.
- **Route 5 Woodrow/East 12th** is now a traditional via Tech Center instead of transitioning into a different route.

TRANSITION TO SUMMER SERVICE LEVELS

CapMetro is proposing to typical transition to summer service levels, including:

- Reduced UT Shuttle route service.
- Removal of the following school trip:
 - **Route 47th Street** to Austin High School & the Liberal Arts and Science Academy (LASA).
 - **Route 217 (Montopolis Feeder)** to Allison Elementary School.
 - **Route 318 (Bee White)** to Small Middle School.
 - **Route 323 (William Cannon)** to Perez Elementary School.

CAMBIOS PROPUESTOS PARA LAS RUTAS DEL NOROCCIDENTE DE AUSTIN

Para mejorar las conexiones y reducir la superposición de servicios, CapMetro está proponiendo varios cambios coordinados. Ver la [mapa 1](#).

- Se ampliará la **Ruta 18 MLK**, reemplazando a la Ruta 237 Northeast Feeder y parte de la Ruta 239 Tuscany con una cobertura más frecuente y continua.
- Se discontinuará la **Ruta 237 Northeast Feeder**, y el servicio será reemplazado por la ampliación de la Ruta 18.
- Se acortará la **Ruta 239** y se combinará con la Ruta 222 Anderson para formar una ruta que atraviesa el este de la Ruta 139 Anderson/Springdale.
- Se acortará la **Ruta 233 Decker/Daffan** para que opere al este de Johnny Morris Rd, convirtiéndose en una ruta circulatoria del vecindario con más frecuencia.
- Se ampliará **Rapid 837 Expo Center** y las **Rutas 18 MLK, 233 Decker/Daffan y 337 Koenig/Colony Park** hasta el Expo Center Park & Ride.
- La **Ruta 5 Woodrow/East 12th** tendrá un nuevo punto de parada a través del Tech Center en lugar de hacer una transición a una ruta diferente.

SERVICIO DE VERANO

CapMetro está proponiendo su transición típica a los niveles de servicio de verano, que incluye:

- Reducción de los servicios de viajes escolares.
- Eliminación de los siguientes servicios escolares:
 - **Ruta 47th Street** a Austin High School y la Liberal Arts and Science Academy (LASA).
 - **Ruta 217 (Montopolis Feeder)** a Allison Elementary School.
 - **Ruta 318 (Bee White)** a Small Middle School.
 - **Ruta 323 (William Cannon)** a Perez Elementary School.

Route 20 Changes

Cambios de la Ruta 20

Route 20 continues south to the airport



PROPOSED SPLIT OF ROUTE 20 MANOR RIVERSEIDE

With Rapid 837 proposed to operate every 10 minutes, CapMetro is proposing to split Route 20 at the University of Texas. See [map 2](#).

- **North of UT:** Becomes a new local route called Route 320 Manor Rd/Dean Keeton, operating every 30 minutes as underlying service for Rapid 837.
- **South of UT:** Remains high-frequency service along Riverside Dr to the airport.

DIVISIÓN PROPUESTA DE LA RUTA 20 MANOR RIVERSEIDE

Con la propuesta de que Rapid 837 opere cada 10 minutos, CapMetro propone dividir la Ruta 20 en la Universidad de Texas. Ver [mapa 2](#).

- **Al sur de UT:** Seguirá siendo un servicio de alta frecuencia a lo largo de Riverside Dr con destino al aeropuerto.
- **Al norte de UT:** Se convertirá en una nueva ruta local, llamada Ruta 320 Manor Rd/Dean Keeton, que operará cada 30 minutos como servicio subyacente de Rapid 837.

PROPOSED MINOR SCHEDULE & STOP ADJUSTMENTS

To improve reliability and on-time performance, some routes may receive minor schedule updates and small stop location adjustments. Details will be finalized later in the service change process to reflect real-world traffic and construction conditions.

ASISTENTES MENORES DE HORARIOS Y AJUSTES DE PARADAS

Para mejorar la confiabilidad y el rendimiento puntual, algunas rutas podrán estar sujetas a actualizaciones menores del cronograma y pequeños ajustes en la ubicación de las paradas. Los detalles se definirán más adelante durante el proceso de cambio de servicio para que reflejen las condiciones reales de tránsito y construcción.

SHARE YOUR FEEDBACK

Share comments on the June 2026 Service Change on our website or attend one of our meetings:

- **Virtual Public Meeting:** At 6 p.m. on February 26. Use QR to register.
- **In-person Public Meeting:** 5-7 p.m. March 3 at University Mills Public Library.
- **Public hearing:** 12 p.m. on March 11 at CapMetro Rosa Parks Boardroom at 2910 E. 5th St.

REGISTER HERE

INSCRÍBASE AQUÍ



COMUNÍQUESE CON NOSOTROS

Comparta sus comentarios sobre los cambios al servicio para junio de 2026 en nuestro sitio web o asista a una de nuestras reuniones:

- Reunión pública virtual: 6 de febrero a las 6 p.m. Inscríbese con el QR.
- Reunión pública presencial: 3 de marzo a las 5-7 p.m. en University Mills Public Library.
- Audiencia pública: 11 de marzo a las 12 p.m. en CapMetro Rosa Parks Boardroom 2910 E. 5th St.

CONTACT INFORMATION

CapMetro Web Site	capmetro.org
Customer Service	912-476-1200
Route 5, 5th Street/12th East	912-493-2772
CapMetro Access	1-800-568-6206
CapMetro Vantage	1-800-568-6206
CapMetro Administration	912-389-7600
CapMetro Transit Store	912-389-7654
1715 Guadalupe Street	

INFORMACIÓN DE CONTACTO

Sitio Web de CapMetro	capmetro.org
Servicio al Cliente	912-476-1200
Ruta 5, 5th Street/12th East	912-493-2772
CapMetro Access	1-800-568-6206
CapMetro Vantage	1-800-568-6206
CapMetro Administración	912-389-7600
CapMetro Tienda	912-389-7654
1715 Guadalupe Street	

Objetos Perdidos y Encontrados

CapMetro tiene un sistema de objetos perdidos y encontrados. Si usted ha encontrado un objeto perdido, por favor llame al 912-476-1200 o envíe un correo electrónico a lostfound@capmetro.org. Si usted ha perdido un objeto, por favor llame al 912-476-1200 o envíe un correo electrónico a lostfound@capmetro.org.

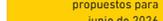


PROPOSED JUNE 2026 SERVICE CHANGE

PROPOSTO JUNIO DE 2026



Cambios de servicio propuestos para junio de 2026



CapMetro makes planned changes to our service three times a year to improve your riding experience and respond to shifts in how our customers use the service.

These proposed updates focus on increasing frequency, improving connections, and opening up new Park & Ride hubs to better serve communities across Central Texas. This would be the first major service change delivered under our biennial approved Transit Plan 2025.

Approved by the CapMetro Board, the proposed changes would take effect Sunday, June 7, 2026, upon completion of the Goodnight Ranch and Expo Center Park and Ride and successful testing.

CapMetro realiza cambios planificados a nuestro servicio tres veces al año para mejorar su experiencia de viaje y en respuesta a los cambios en la manera en que nuestros usuarios utilizan el servicio.

Las actualizaciones propuestas se enfocan en aumentar la frecuencia, mejorar las conexiones y abrir dos nuevos centros de Park & Ride para brindar mejores servicios a las comunidades en todo el centro de Texas. Este será el primer cambio significativo en el servicio implementado bajo nuestro Plan de transporte público al 2025 aprobado por la Junta Directiva.

De ser aprobados por la Junta Directiva de CapMetro, los cambios propuestos se implementarán el domingo 7 de junio de 2026 al completarse la construcción y evaluación exitosa de los Park and Rides Goodnight Ranch y Expo Center esta primavera.

PROPOSED FULL FREQUENCY OF RAPID 800 & RAPID 837

CapMetro is proposing to bring Rapid 800 Pleasant Valley and Rapid 837 Expo Center to their full 10-minute peak frequency, a major milestone for Project Connect.

The proposed frequency increase would coincide with the opening of two new Park & Ride facilities:

- **Goodnight Ranch Park & Ride** (Southeast Austin)
- **Expo Center Park & Ride** (Northeast Austin)

Final implementation would depend on successful testing of vehicles, infrastructure, and operations to ensure safety and reliability.

FRECUENCIA COMPLETA PROPUESTA DE RAPID 800 Y RAPID 837

CapMetro está proponiendo llevar a Rapid 800 Pleasant Valley y a Rapid 837 Expo Center a su frecuencia de servicio máxima de 10 minutos, un gran hito para Project Connect.

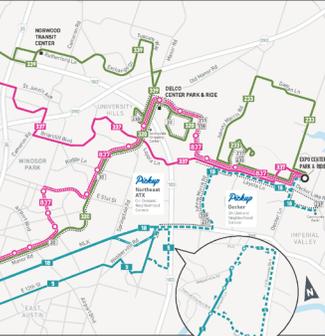
El aumento de frecuencia propuesta coincidiría con la inauguración de dos centros de Park & Ride:

- **Goodnight Ranch Park & Ride** (suroeste de Austin)
- **Expo Center Park & Ride** (noroeste de Austin)

La implementación final dependerá de la evaluación exitosa de vehículos, infraestructura y operaciones para garantizar la seguridad y confiabilidad.

Northeast Austin Area

Área del noreste de Austin



Southeast Austin Area

Área del sureste de Austin



PROPOSED NEW TRANSIT HUB AT GOODNIGHT RANCH PARK & RIDE

To support the new Goodnight Ranch Park & Ride, CapMetro is proposing to realign nearby routes to create a transfer transit hub in Southeast Austin. See [map 2](#).

- **Rapid 800 Pleasant Valley** would terminate at Goodnight Ranch Park & Ride.
- **Routes 318 Westgate/Slaughter and 333 William Cannon** would also terminate at the Park & Ride.
- **Routes 318 and 333** would no longer operate on portions of Thaxton Rd, Alum Rock Dr, and Panadero Dr.
- Customers along Thaxton Road would still have access to service via the nearby stops on Salt Springs Dr and Vertex Blvd.

These changes are proposed to improve transfers, better match travel demand and improve the experience for riders and operators.

PROPOSED NEW TRANSIT HUB AT EXPO CENTER PARK & RIDE

The upcoming Expo Center Park & Ride is proposed to become a major connection point for Northeast Austin, bringing multiple routes and Pickup service together in one location. See [map 1](#).

- Routes proposed to serve the Expo Center Park & Ride:
- **Rapid 837 Expo Center**
- **Route 337 Koenig/Colony Park** (Frequent)
- **Route 18 MLK** (Local)
- **Route 233 Decker/Daffan** (Local)

NEVO CENTRO DE TRANSPORTE PÚBLICO PROPUESTO EN GOODNIGHT RANCH PARK & RIDE

CapMetro está proponiendo realinear rutas cercanas para crear un centro de transporte público más sólido en el sureste de Austin. Ver la [mapa 2](#).

- **Rapid 800 Pleasant Valley** terminaría en Goodnight Ranch Park & Ride.
- Las **Rutas 318 Westgate/Slaughter y 333 William Cannon** también terminarían en el Park & Ride.
- Las **Rutas 318 y 333** dejarían de operar en porciones de Thaxton Rd, Alum Rock Dr y Panadero Dr.
- Los usuarios a lo largo de Thaxton Rd seguirían teniendo acceso al servicio a través de paradas cercanas en Salt Springs Dr y Vertex Blvd.

Estos cambios se proponen para mejorar los trasbordos, responder a las demandas de viajes y mejorar la experiencia de usuarios y operadores.

NEVO CENTRO DE TRANSPORTE PÚBLICO PROPUESTO EN EXPO CENTER PARK & RIDE

El futuro Expo Center Park & Ride se propone para que se convierta en un punto de conexión principal para el noroeste de Austin, congregando múltiples rutas y Pickup en un solo lugar. Ver la [mapa 1](#).

- Rutas propuestas para brindar servicios al Expo Center Park & Ride:
- **Rapid 837 Expo Center**
- **Ruta 337 Koenig/Colony Park** (frecuente)
- **Ruta 18 MLK** (local)
- **Ruta 233 Decker/Daffan** (local)

Appendix D: Proposed Minor Schedule Adjustments

Specific schedule adjustments are determined further in the service changes process to more accurately respond to evolving traffic conditions and construction in the region. This timing makes sure the schedule best serves customers, more closely reflects available resources, and improves on-time performance. The following is a summary of the minor schedule adjustments under evaluation for the June 2026 Service Changes.

<i>Proposed <u>Minor</u> Schedule Adjustments</i>	Details	Routes under Evaluation
<i>Scheduled Time with Potential Minor Frequency Adjustments</i>	May adjust the scheduled time to respond to traffic conditions or operational needs. Based on existing resources, may result in minor frequency adjustments for specific periods of the day (typically a few minutes within a limited window).	<ul style="list-style-type: none"> • Route 465 • Route 466 • Route 935 • Route 980 • Route 982 • Route 985 • Route 990
<i>Additional Trip(s)</i>	May add individual scheduled trip(s) in response to passenger demand and need.	<ul style="list-style-type: none"> • Additional early morning weekend trips on the new Route 20 Riverside to increase connectivity to the airport
<i>Minor Routing Adjustments & Updated Bus Stops</i>	May include minor routing and/or minor bus stop location adjustments.	<ul style="list-style-type: none"> • N/A

Operations, Planning and Safety Committee **Item #:** AI-2026-1784

Agenda Date: 3/23/2026

SUBJECT:

Approval of a resolution authorizing the President & CEO, or her designee, to finalize and execute a contract with Ortiz Construction Group, Inc, for roof replacement at the Administration, Fleet Maintenance, and Fuel & Wash Buildings located at 2910 E. 5th Street, Austin, Texas, in an amount not to exceed \$521,930.

FISCAL IMPACT:

Funding for this action is available in the FY2026 Capital Budget.

STRATEGIC PLAN:

Strategic Goal Alignment:

- 1. Customer
- 2. Community
- 3. Workforce
- 4. Organizational Effectiveness

EXPLANATION OF STRATEGIC ALIGNMENT: These projects support Customer, Community, and Organizational Effectiveness by proactively replacing end-of-life roofing systems at CapMetro’s Administration, Fleet Maintenance, and Fuel & Wash Buildings located at 2910 E. 5th Street. Replacing the existing roofs mitigates the risk of water intrusion, protects critical building systems, and helps ensure reliable, safe, and uninterrupted facility operations that directly support transit service delivery.

Proactive roof replacement reduces reactive maintenance and emergency repairs, preserves the condition of public assets, and extends the useful life of the facilities through installation of durable roofing systems backed by long-term warranties. Collectively, these improvements enhance operational reliability, reduce unplanned service disruptions, and demonstrate responsible stewardship of CapMetro’s infrastructure.

BUSINESS CASE: The roofing systems serving CapMetro’s Administration, Fleet Maintenance, and Fuel & Wash Buildings located at 2910 E. 5th Street have reached the end of their useful life and are experiencing water intrusion. Continued operation of deteriorated roofing exposes the facilities to increasing corrective maintenance costs, potential damage to building systems, and heightened risk of operational disruption.

Proactive roof replacement is the most cost-effective approach to protecting these critical facilities, avoiding emergency repairs, unplanned downtime, and premium costs associated with reactive response to roof failures. Installing new roofing systems restores building envelope integrity, improves resilience to weather exposure, and protects interior spaces, equipment, and operations.

Bundling the roof replacements under a single contract improves efficiency and cost control by consolidating procurement, minimizing mobilization costs, and ensuring consistent installation standards and warranty coverage across all three buildings.

COMMITTEE RECOMMENDATION: This item will be presented to the full board on March 23, 2026.

EXECUTIVE SUMMARY: The CapMetro Facilities Maintenance Department is requesting Board approval for the award of a contract to replace the roofing systems at the Administration, Fleet Maintenance, and Fuel & Wash Buildings located at 2910 E. 5th Street, in an amount not to exceed \$521,930.

The existing roofing systems have reached the end of their useful life and are experiencing water intrusion that poses increasing risk to building systems and ongoing operations. Approval at this time will allow staff to proceed with planned roof replacements during appropriate weather conditions, minimizing construction risk and preventing further deterioration or damage to the facilities.

SBE PARTICIPATION: A 2.5% SBE goal was assigned to this procurement. The Contractor has committed to the 2.5% goal and will be monitored during the term of the Contract.

PROCUREMENT: On December 10, 2025, an Invitation for Bid (IFB) for roof replacements at 2910 E. 5th Street was issued and formally advertised. By the closing date, February 16, 2026, four (4) bids were received. In accordance with the solicitation instructions and conditions, an award may be made to the lowest responsive bidder whose bid conforms to the solicitation requirements. Ortiz Construction Group, Inc, submitted all required documents with their bid, which was received prior to the establishment date and time for receipt of bids. Customer references were checked and revealed favorable past performance. A financial analysis was conducted, which affirmatively demonstrated that the firm has adequate financial resources and capacity to fulfill the contract's requirements. Ortiz Construction Group, Inc, is not listed on any federal or state debarred vendor lists. Price was determined to be fair and reasonable based on adequate competition and price analysis. This will be a fixed-price contract with completion within 90 days of issuance of notice to proceed, for a not-to-exceed amount of \$521,930.

RESPONSIBLE DEPARTMENT: Facilities Maintenance

**RESOLUTION
OF THE
CAPITAL METROPOLITAN TRANSPORTATION AUTHORITY
BOARD OF DIRECTORS**

**STATE OF TEXAS
COUNTY OF TRAVIS**

AI-2026-1784

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors recognizes the need to preserve and protect CapMetro’s critical facilities by maintaining the integrity of building envelopes to ensure safe, reliable, and uninterrupted operations; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors recognizes the need to preserve and protect CapMetro’s critical facilities by maintaining the integrity of building envelopes to ensure safe, reliable, and uninterrupted operations; and

WHEREAS, the Capital Metropolitan Transportation Authority Board of Directors recognizes the need to proactively replace these end-of-life roofing systems to reduce the likelihood of unplanned failures, protect interior building systems and equipment, and extend the useful life of the facilities through installation of durable roofing systems with long-term warranty coverage.

NOW, THEREFORE, BE IT RESOLVED by the Capital Metropolitan Transportation Authority Board of Directors that the President & CEO, or her designee, is authorized to finalize and execute a contract with Ortiz Construction Group, Inc, for roof replacement at the Administration, Fleet Maintenance, and Fuel & Wash Buildings located at 2910 E. 5th Street, Austin, Texas, in an amount not to exceed \$521,930.

Date: _____

**Secretary of the Board
Becki Ross**



Capital Metropolitan Transportation Authority

2910 East 5th Street
Austin, TX 78702

Board of Directors

Item #: AI-2026-1789

Agenda Date: 3/23/2026

Update on implementation of CapMetro Expo and Pleasant Valley Rapid Routes.



Capital Metropolitan Transportation Authority

2910 East 5th Street
Austin, TX 78702

Board of Directors

Item #: AI-2026-1785

Agenda Date: 3/23/2026

Update on CapMetro Public Safety and Security Initiatives

CapMetro



Capital Metro Transportation Authority Police

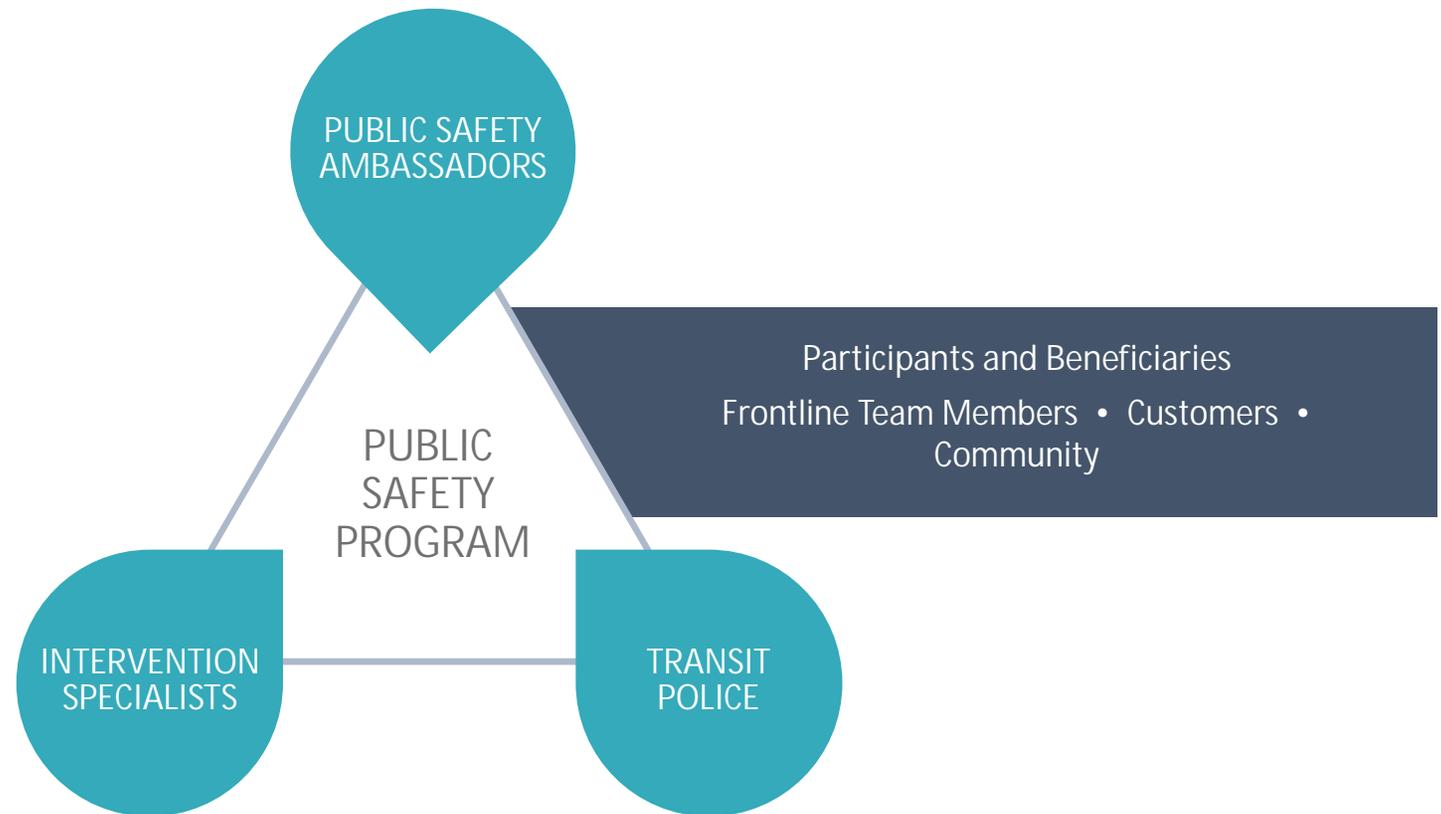
Community Impact & Operational Overview (June 2025 – February 2026)

Prepared by Chief of Police RenEarl Bowie

The National Incident Based Reporting System (NIBRS) counts individual offenses and, for certain offenses, unique victims. Therefore, one incident/case may count multiple times under the NIBRS Metrics. All numbers are preliminary and subject to change upon further review.

Data pulled 9am 03/02/2025 –subject to change.

Three-Pronged Public Safety Approach



Why Transit Policing Matters



Mission: To create a secure transit environment through innovative people-centric policing, getting everyone safely to their destinations.



Vision: To adopt an industry-leading model of transit policing where all feel understood, welcomed and safe choosing CapMetro as their preferred method of transportation.

- Enhances Safety: Reduces incidents and makes the transit system safer for all riders.
- Builds Rider Confidence: Reduces fear of crime, encouraging more people to use transit.
- Addresses Unique Challenges: Open, mobile, and diverse environments require specialized policing.
- Supports Community Trust: Collaboration and transparency strengthen relationships with riders and staff.
- Protects Public Value: Safe transit supports ridership, economic activity, and public confidence.

Transit System Safety Environment

- Transit operates as an open public system with continuous passenger flow
- System spans multiple jurisdictions across the Austin metropolitan area
- Interaction with vulnerable populations
- Need for rapid response across the system

Proactive Policing Strategy

67% of Call for Service activity is Proactive

Directed Patrol at Transit Centers

- Officers assigned to high-traffic hubs
- Focus on disorder prevention and visible presence
- Early intervention before incidents escalate

Mobile Patrol Across the System

- Officers patrol bus corridors and rail stations
- Rapid movement between system locations
- Ability to respond quickly to emerging issues

Quality-of-Life Enforcement

- Trespass enforcement
- Disorder and disturbance response
- Maintaining safe environments for riders and employees

Operational Metrics

Crime Summary

- 196 Total Offenses
- 62 - 32% Crimes Against Persons
- 41 - 21% Crimes Against Property
- 53 - 28% Crimes Against Society

40 – 19% All Other Offenses/Not Reportable to NIBRS

Operational Activity

- 3,449 Calls for Service (CFS)
- 67% proactive (Directed Patrol)
 - Two thirds of activity is officer-initiated.
- High trespass & disturbance enforcement
- This is a proactive policing model, not purely reactive.
- 2.03 CFS per 10,000 riders

Arrests & Citations

- 75 arrests
- 1 arrest per 46 CFS events
- 38% arrest-to-offense ratio
- 1 arrest per 46 CFS

Arrests aligned with documented offenses; not clearance rate

Critical Incident Response & Risk Management

The agency demonstrated responsiveness and transparency during media-visible incidents, reinforcing operational control and managing reputational exposure.



High-Visibility Transit Incidents

- Recent violent events aboard transit vehicles attracted media attention in 2025–26, including reported stabbings on CapMetro buses.
- Transit Police and regional partners responded swiftly, ensuring scene control and supporting investigations.
- Incidents remain isolated and do not indicate systemic safety issues.

Response & Resilience

- Coordinated response with regional emergency partners.
- Public communication protocols activated to maintain rider confidence.
- Lessons from these events inform ongoing safety planning and community assurance strategies.

Transit Police Calls

- We are approaching one year of operations and data
- CapMetro has more calls where police are responding, because we can now dispatch and respond to our own needs
 - We are also taking over calls that previously were handled by APD
- We are encouraging our frontline team members to report everything, driving Security Calls for Service up year-over-year

Collaboration with Intelligence & Counter-Terrorism

- CapMetro operates within the broader regional public safety, intelligence, and counter-terrorism partners.
- This includes coordination, as appropriate, with local law enforcement, the Austin Regional Intelligence Center (ARIC), and task forces such as the Joint Terrorism Task Force (JTTF) regarding threats to surface transportation.
- Engagement occurs through established law enforcement information-sharing channels and critical infrastructure protection frameworks to support threat awareness, incident response, and rider safety.



Operational Observations from the Field

Field observations indicate that targeted patrols are improving conditions at several bus stops and transit locations.

Example 1 — Bus Operator Coordination Operator-Reported Problem Areas

- Bus operators regularly notify transit police of locations with ongoing disorder or safety concerns
- Officers conduct targeted patrols in response to these reports
- This coordination helps address issues before they escalate

Example 2 — Georgian Acres Area Directed Patrol Response

- Community Engagement response mentioned problems at Georgian Acres
- Officers increased patrol presence in the area
- Observations suggest improved conditions following targeted patrol activity

Example 3 — Westgate Transit Center

- Officers conducted focused patrols and enforcement in the area
- Follow-up feedback indicated the activity was no longer occurring at the stop



Key Takeaways

Transit police have established a dedicated safety presence

Department handled more than 3,400 calls for service

Policing model emphasizes proactive patrol and continued community engagement

Internal and regional partnerships strengthen system protection





Capital Metropolitan Transportation Authority

2910 East 5th Street
Austin, TX 78702

Board of Directors

Item #: AI-2026-1787

Agenda Date: 3/23/2026

President and CEO Monthly Update - March 2026



Capital Metropolitan Transportation Authority

2910 East 5th Street
Austin, TX 78702

Board of Directors

Item #: AI-2026-1793

Agenda Date: 3/23/2026

Executive Session under Texas Government Code, Section 551.071 for consultation with an attorney regarding legal issues related to a contract with Keolis Transit Services, LLC for contracted bus operations and maintenance services, which includes employment of labor